Russ March as Man the of Year

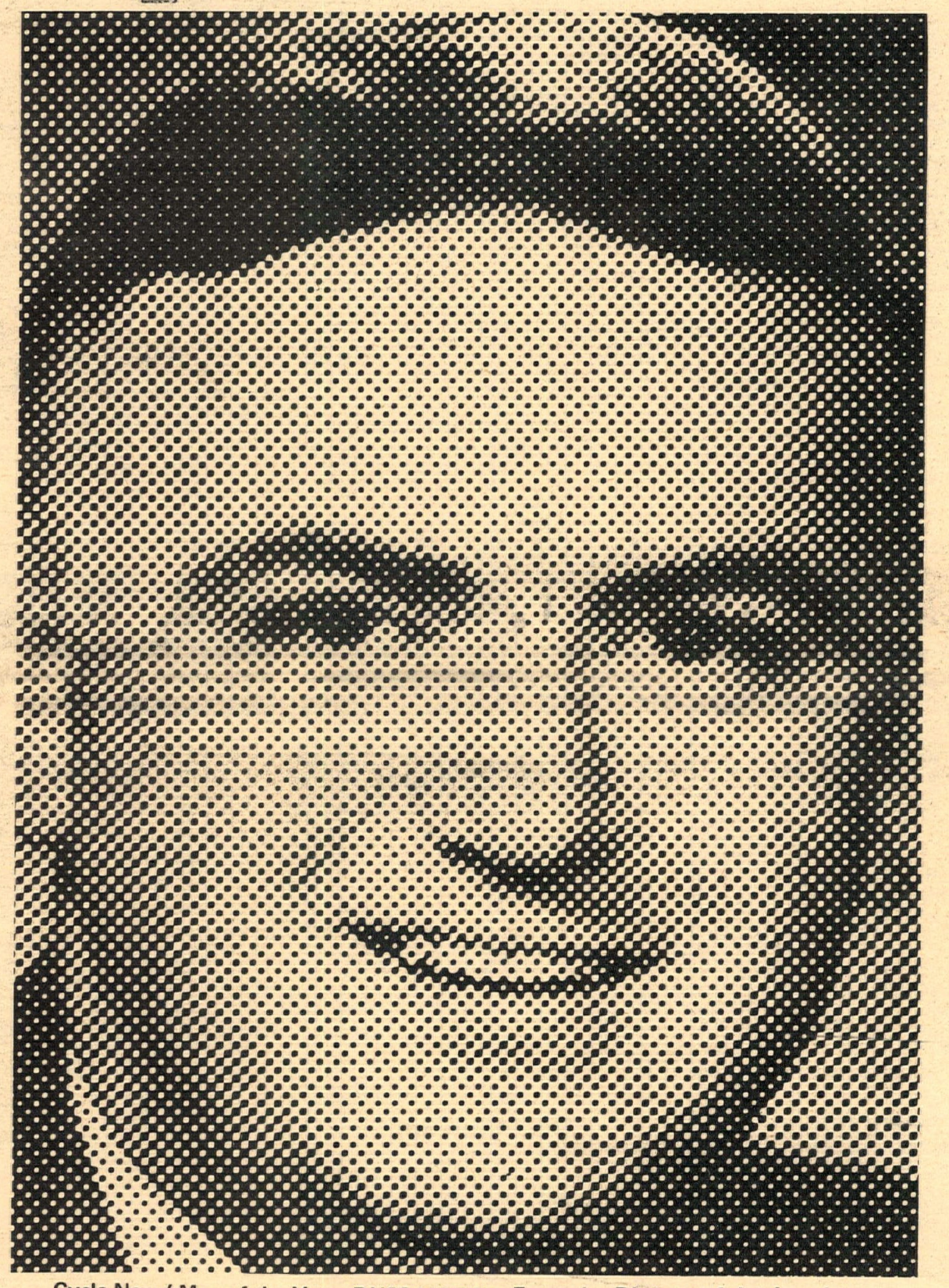
page 7

VOLUME IX NUMBER 3 February 1, 1972

30¢ vending racks: 35 cents

WEST Cycle News

America's largest and most complete weekly motorcycle newspaper



Cycle News' Man of the Year: RUSS MARCH, Executive Director of the American Motorcycle Association. All for good reason.

Ogling Kawasaki's Experimental MXer page 3

Test: Joy on the Yamaha 125 Enduro page 16

Steve Hernandez (who?!) Takes Madison Indoor page 10

CYCLE NEWS
2499 Cerritos Ave.

Newspaper

Long Beach, Ca.
90801 (213) 427-7433

the latest poop

By Papa Wealey

That Desert Cleanup Campaign slated for Jan. 29 is really getting big. Seems as though Webco is donating a bunch of prizes for a drawing after the four-hour trash-snatching get-together. Awards chairman BRUCE YOAKUM is reported to have secured prizes, etc. from a lot of other firms, too, and it may lead up to a two-hour drawing. Intent is to make a mass showing for the BLM and cleanup a vast area of the desert. All individual parties and clubs are to meet at the Hi Vista Store on the way to Edwards Air Force Base at 10 a.m. Saturday. We understand this paper has donated $100 for refreshments, too. We'll be there, hope you will be, too.

* * * * *

Got a new phone number to call for Elsinore GP entries and info: 714/674-3189. Seems that because of our report last week, the Lake Elsinore Valley Chamber of Commerce was diluged with phone calls. They have a separate office set up to handle the paper work, now.

* * * * *

If you didn't give KBIG a call last week, you missed the Madison Square Garden report on that station Tuesday at 7:40 a.m. Don't miss this weekend's Houston National reports scheduled for 7:40 a.m. Saturday, Jan. 29, and 10:45 a.m. Sunday, Jan. 30. Other race broadcasting information by the station can be obtained by calling KBIG at 213/874-7700.

* * * * *

DON CASTRO has signed up with Golden West Racing to race 1972's National Circuit. Slated for Houston's pair of Indoors is a 250cc Montesa for the Short Track and a Triumph for the TT. That ominous sponsor we spoke about several weeks ago (rumored as Coca Cola by some other publications) is still in the works, but nothing yet official. It's a closely guarded secret until the final lid is put on the can.

* * * * *

JIM RICE may show up at the Houston Astordome for the '72 running of two Nationals but BSA will probably be only one part of the racing. The short track will be ridden on a new Bultaco Pursang that he recently acquired from Bultaco American. He would also ride same machine at the Santa Fe Short Track National.

* * * * *

The K & N people of Riverside have a Northern Californian in their midst. MIKE ROACH of Oakdale has taken over the chore of Director of Sales in the guaranteed performance products division and will tour with the shows that display the K & N shield.

* * * * *

The outcome of the three pro short tracks in Virginia and West Virgina read like AL KENYON, one win and PAT McCAUL, two wins. The entire race scene was dominated by Northern Californians.

* * * * *

NorVil states its contingency program for '72 includes a $2000 check for any AMA National victory west of the Mississippi. Of course, the winner must be on a Norton.

* * * * *

GENE ROMERO will be a very busy man in early March. The Sunday before Daytona 200-Mile National (March 12), he is scheduled to take the wheel of the 1970 Plymouth Kevin Terris used to take sixth place at Riverside Sunday and challenge the big stockers in the Miller High Life 500 at Ontario Motor Speedway.

* * * * *

Imagine, nine people on a Hodaka. Some guys walked into the offices the other day with photographic proof that they had nine people on a Hodaka. Only one person, the lad at the controls, had his feet on the ground. We believe it is some kind of record. Anyone care to challenge it?

* * * * *

MIKE GOODWIN, promoter of the Cal-Expo Pro Motocross in Sacramento last year with Leisure Tech, has told us about a high-paying series he's putting together in May. A two-day event May 13-14 is planned for Sacramento, followed by another two-dayer at Saddleback Park May 20-21 and yet another two-dayer at Carlsbad May 27-28. Amateurs ride Saturdays and Experts Sundays. In addition, carnivals and rock bands are planned. A guaranteed $4000 purse is slated for each event and circle the Saddleback dates. Local stations KHJ (Ch. 9) and KTTV (Ch. 11) will be airing coverage of that event on a taped-delayed program a few days later.

* * * * *

BRAD LACKEY will remain mounted on CZ, despite being dropped from full-sponsorship with American-Jawa. Also, Brad will again be going to Europe to campaign the entire World Championship Series on CZ, but sponsorship is yet undisclosed. Also not confirmed is which class, the 250 or 500cc, he will follow.

* * * * *

Southern California radio station KLAC (570 AM), which already has its regular weeknight Motorcycle Hotline Show with Larry Huffman at 7:30 p.m., has added two more racing five-minute shows. The Green Flag Show (Fridays at 7:35 p.m.) will review that week in motor racing as well as preview upcoming events. The Checkered Flag Show (Sundays at 6:30 p.m.) features results of local, national and international racing activities. JIM HEALY is the narrator.

* * * * *

Motocross in District 37 seems to be falling on the wayside this year, as Scrambles appeared to do so in 1971. But the similarity ends there. JOHN TOWNSEND, D-37 MX Steward reports that not only is the difficulty in obtaining tracks a problem, but also the bucking of other pro motocrosses in the Southland has really hurt. BRAD WILLIAMS, president of the Simi Valley M.C., echoed the feeling but mentioned that he found a greatly workable setup with Muntz Cycle Park for an upcoming Feb. 27 event near Moorpark. "I'm trying to drum up business for other clubs to hold events there, too" Brad says. An interesting quote we heard recently from GORDON JENNINGS of Cycle Magazine: "motocross will never catch on." Well, seems as though the high price many tracks are asking to hold events on their courses may just prove Gordon correct in an adverse sort of way for District 37.

* * * * *

RICH THORWALDSON made an appearance in the 500 class at the ACA motocross at Saddleback Sunday. Thor had put in a long year in the desert and again came close to gaining the Number One plate. It was the second year in a row he lost by fractions and the weariness of the battle was still evident on his face. He seemed happy to be away from the sage. "It's like a road race here," he said while tinkering with his bike between motos. Loads of spectators gawked silently at his Suzuki. "I really like this elbow-to-elbow stuff." Then he paused for a moment. "But I had a lot of that last year," I guess."

* * * * *

You got a new scoot and want to learn how to ride it? The Long Beach Police & Safety Council has a free Motorcycle Training program. The course lasts 24 hours and is top notch. Call 213/599-2421 for details. Even if you don't have a motorcycle, call 'em anyway — they can furnish bikes and helmets, free.

* * * * *

KEN RATZLAFF of Kar Cycle Shop and owner of a set of CMC Number Plates baring the figures 79, recently brought to our attention the new family addition, son Jeffery Kenneth on Jan. 8, 1972 at 7 lbs., 6 ozs. Kathy, pass the word on to Ken he forgot the cigars!??

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. — Motocross — all classes 8 a.m. practice — 10 a.m. start — $2.00 gate entry — $2.00 race entry with membership, $2.50 without membership. Effective Nov. 1, silencers required at all events. Info — (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

3rd SATURDAY & SUNDAY OF EVERY MONTH

European Scrambles, Ponderosa, Ave. J & 145th, East of Lancaster. Sign up 8:30, race at 10:00. Experts, Amateurs, Novices, Post $4.25. Information: (805) WH 2-9948. Sand Sailors M.C.

RIDE WITH THE BEST

RIDE CMC EVENTS

motocross

AT

Jan. 30th — Carlsbad
Feb. 6th — Saddleback
13th — Carlsbad (Anniversary Series)
20th — Saddleback
21st — Carlsbad (Monday!)

SILENCERS MANDATORY. $5 mail entry, $10 post entry for Juniors & Intermediates. $10 mail, $15 post, Expert, per class. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 6:30, practice 7:30, sign-up closes 8:30 — racing starts 9:00 am. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, Ca. 92626.

SRA presents the

1st CALICO GHOST RUN ENDURO FEB 20th

at Calico Ghost Town

8:00 Start, two 35 mile fun loops laid out for the average novice to enjoy himself. A, B & C Classes, all bike sizes.

$7 mail entry with 2 self-addressed, stamped legal-size envelopes to:
SRA, P.O. Box 3882, Torrance, Ca 90510
Mail entries close Feb. 12th — Post Entry $8.00

SPECIAL CLASSES: Over 35, under 16, Father-Son, Husband-Wife — Great campgrounds, showers, ghost fun for all — (Family can enjoy the town while you ride)

Info: (213) 370-8234 or (714) 735-4641

FINISH PINS & 20% TROPHIES

calendar

CALENDAR items are printed free as a public service. Mail listing to CALENDAR EDITOR, CYCLE NEWS, Box 498, Long Beach, CA. 90801. CYCLE NEWS is not responsible for incorrect information.

FRIDAY, JANUARY 28

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda, Sign by 6:30, race 7:30. $5 post.

INDOOR SHORT TRACK, All American. Santa Clara Co Frgnds, Exposition Bldg, San Jose, Ca. Sign 4:30, race 7. $2.50 ride/watch. 415/322-1514.

SATURDAY, JANUARY 29

CALIFORNIA 400 OFF-ROADIE, ARVRA. Barstow, Ca. Masters class: 50% purse, $250 entry. Get an ARVRA card for $2. Drawing 12/15. Box 125, Apple Valley, CA 92307. 714/247-7473, 247-2363.

SPORTSMAN INDOOR SHORT TRACK, Glen Co Frgnds, Orland, Ca. Practice 6:30 race 8. Mufflers, silencers. 415/453-0731.

TRASHLIFT, Lost Angels, SoCal, Dirt Diggers. Meet at the Hi Vista Store area at 10 am and help clean up your desert. Brings bags, trucks, all that stuff. Checkers and other Prima Donnas welcome.

MOTOCROSS SCHOOL, John DeSoto. Escape Country, Trabuco Cyn, Ca. 10 am. $10 tuition. 714/586-7964.

SUNDAY, JANUARY 30

CMC CENTRAL MX, Dunlap Cycle Park, 35 mi E of Fresno, Ca, on Hwy 180, then turn right on Dunlap Rd for 4 mi. Prac 8 am. $5 entry. $$$ to Srs. 209/734-2698.

ALL-JUNIOR MX, Bay Mare, Somis, Ca. 50% brass. $5 mail, $7 post. Box 371, Somis, Ca 93066. 805/529-1872.

SCRAMBLES, Stockton. Lodi Cycle Bowl, Lodi, Ca. Sign 8:30, race 12. $2.50 ride/watch. 209/368-7182.

ACE MX, Indian Dunes, Valencia, Ca. All classes plus special Team Race. $500 purse. Jrs $5 mail, $8 post. Srs $10 mail/post. Box 174, Newhall, CA 91321. 805/259-8007.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

CMC MX, Carlsbad (Ca) Rcwy. Jrs: $5 mail (1/25), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

HILLCLIMB, Saddleback Park, Ca. Sign 8-9:30. Small bikes 10-12, biggies 12-4. $3 per.

ENGLISH TRIALS, Plonkers. Running Springs Recreation Park, Running Springs, Ca. Off Hwy 30 in San Bernardino Mts. Spark arresters/mufflers. Sign 8 am. $3 entry, free gate. Camping. 213/830-3516, 835-9441.

MX, Fremont. Florence, Colo. SRAC sanctioned.

CHANGES ADDENDA ET ALII

The phone number for information on the Feb. 6 Prospectors Enduro was incorrectly listed last week. It is 213/328-5214. Sorry, lady, whoever you were.

The Benefit Motocross by the Off-Cambers that was to be held Feb. 6 at Escape Country is CANCLLED.

TT ROUGH SCRAMBLES, Lightweights, Adelanto, Ca. 395 Cycle Park. Ultra & LW sign 7:30, race 9. HW sign 9:30 race 11. D-37 pts. 714/98704488.

MX, Valley. Cycleland Speedway, 14 mi S of Chico, Ca, on Hwy 99E. Box 647, Chico, CA 95926.

HARE & HOUND, San Bernardino Valley. Limed from Adelanto, Ca. D-37 pts. $.25 entry. 10 am. Trail nov all the way. 20% brass. 714/823-1338.

MRA EUROPEAN SCRAMBLES/TEAM RACE, Laguna Seca Cycle Ranch, Monterey, Ca. $10 mail, $15 post. 2 man/2 bike team. Cash to Srs. $2 watch. Box 1786, Los Gatos, CA 95030. 408/292-6116. Silencers, camping.

FRIDAY, FEBRUARY 4

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions Drag Strip, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30 pm, 7:30 start. $5 entry.

SATURDAY, FEBRUARY 5

MOTOCROSS SCHOOL, John DeSoto. Indian Dunes, Valencia, Ca. 10 am. $10 tuition. 805/259-8007.

SUNDAY, FEBRUARY 6

MX, Pathfinders. Dunlap Cycle Park, 35 mi E of Fresno, Ca., on Hwy 180, then turn right on Dunlap Rd. for 4 mi. Prac. 8:30, race 10. $5. 209/255-0582.

ICE RACING, Harry's Roamers. Rainbow Falls Park, between Woodland Park & Deckers, Colo. Sign 10 am, race noon. 303/233-6747, 455-4074.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. Minis, PP, Old Timers. Silencers. 714/247-7473 eves.

MX, Valley Dirt Riders. Berthoud, Colo. SRAC sanctioned.

(Please turn to page 31)

Wilson Nearly Hogs ACA Show

By Rich Hoffman

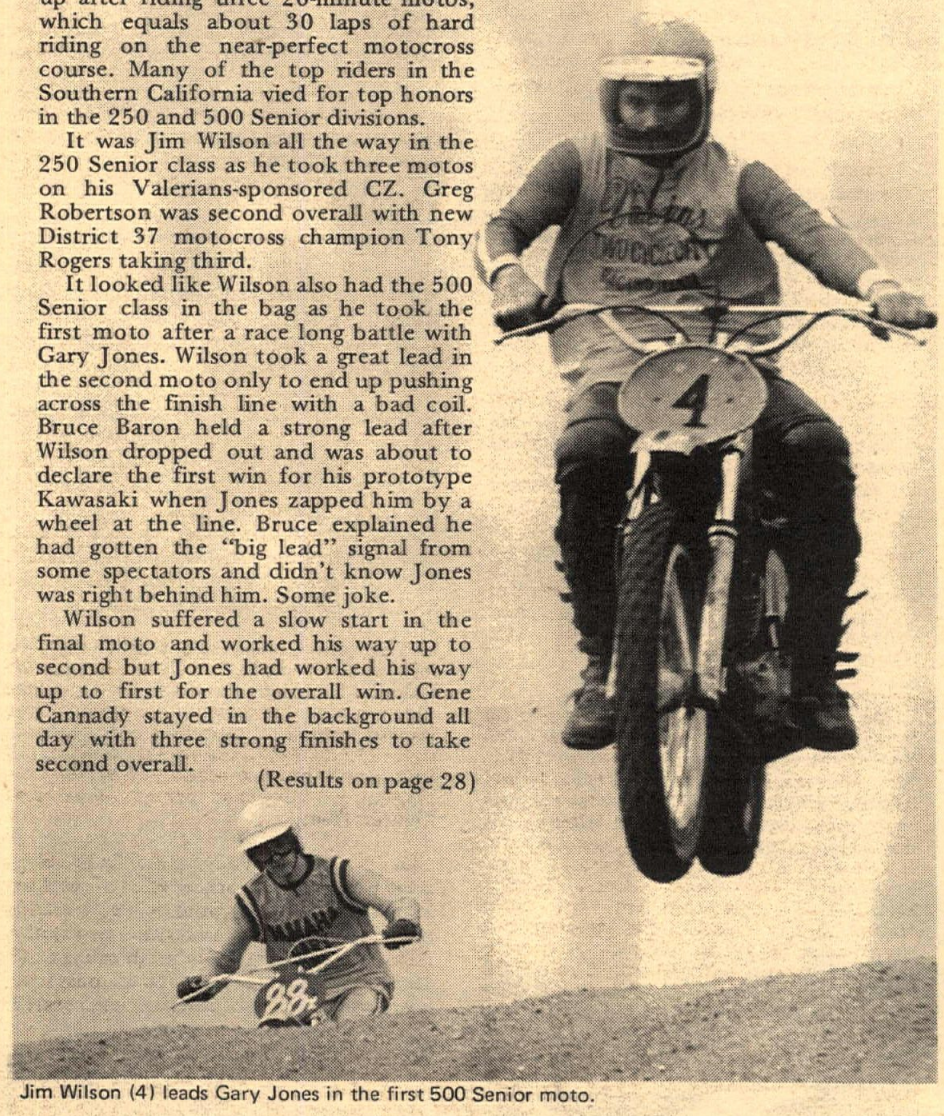
IRVINE, CAL., Jan. 23, 1972 — It was a cold and foggy this morning at the ACA Motocross here at Saddleback but it's a sure thing the riders were warmed up after riding three 20-minute motos, which equals about 30 laps of hard riding on the near-perfect motocross course. Many of the top riders in the Southern California vied for top honors in the 250 and 500 Senior divisions.

It was Jim Wilson all the way in the 250 Senior class as he took three motos on his Valerians-sponsored CZ. Greg Robertson was second overall with new District 37 motocross champion Tony Rogers taking third.

It looked like Wilson also had the 500 Senior class in the bag as he took the first moto after a race long battle with Gary Jones. Wilson took a great lead in the second moto only to end up pushing across the finish line with a bad coil. Bruce Baron held a strong lead after Wilson dropped out and was about to declare the first win for his prototype Kawasaki when Jones zapped him by a wheel at the line. Bruce explained he had gotten the "big lead" signal from some spectators and didn't know Jones was right behind him. Some joke.

Wilson suffered a slow start in the final moto and worked his way up to second but Jones had worked his way up to first for the overall win. Gene Cannady stayed in the background all day with three strong finishes to take second overall.

(Results on page 28)



Jim Wilson (4) leads Gary Jones in the first 500 Senior moto.

100 Junior Bryan Myerscough destroyed his foes.

Desert star Rich Thorwaldson finished sixth.

In a hot chase for the lead, 250 Expert Dave Rodgers tried to avoid a fallen rider, crashed, and lost second place.

Kawasaki Campaigns Sparkling New Prototype

Kawasaki has now thrown their helmet into the motocross ring with the debut of their prototype full-blown racer at the ACA Motocross last Sunday at Saddleback Park.

Bruce Baron raced the experimental machine in the 500 Senior class with impressive success, considering the fact that it was the first race for the bike. Looney Bruce stayed near the front all day except when his CDI ignition failed in the first moto on the last lap. In fact, he would have won the second moto if he had noticed that Gary Jones, now a factory rival, had crept up within striking distance on the last lap. Baron led the last moto for a few laps but fell.

The bike was originally designed by transplanted Kawasaki engineer Hank Hosoi. Further research is being carried out by Englishman Dave Macey and two Yanks, Bryon Farnsworth and Jerry Marcell.

As can be expected, Marcell and his crew were quite secretive about the machine. When asked what the displacement on this particular machine was, Jerry balked, explaining that they are trying many different size machines out. He then added, "Just about everything we really can tell you about it right now is what you can see for yourself." So here's what we saw:

In a three-minute Test Sit, which included putting both hands on the grips and both feet on the pegs, we noticed that the bike was extremely light and had a low center of gravity, exaggerating the lightness further. Marcell guessed that it might weigh 205 pounds but we wouldn't be surprised if it weighed at least 10 pounds less than that.

The frame bears a close resemblance to the Suzuki 400 frame at first glance but it is quite different. The rake on this particular frame was radical. Baron explained that the steering geometry worked very well. As a matter of fact, Bruce was stoked on the overall handling of the thing. "It tracks like a Maico and goes over the bumps like a Husky" he said.

The engine is all aluminum alloy. While we couldn't get any into as to the actual displacement (we tried to trick it out of Baron but when you ask him a question that he's not sure should be answered, he'll cleverly ask the same question to Marcell.) It appears to have a wide power band that is only rivaled by the 501 Maico. A guess of at least 450cc is in order.

It utilizes the good old piston-port arrangement instead of the rotary valves that have been used in the current production Kawasakis. Marcell said the Mikuni carb was a 35mm, and we didn't know whether to believe him or not. If not, it was a 34 or a 36.

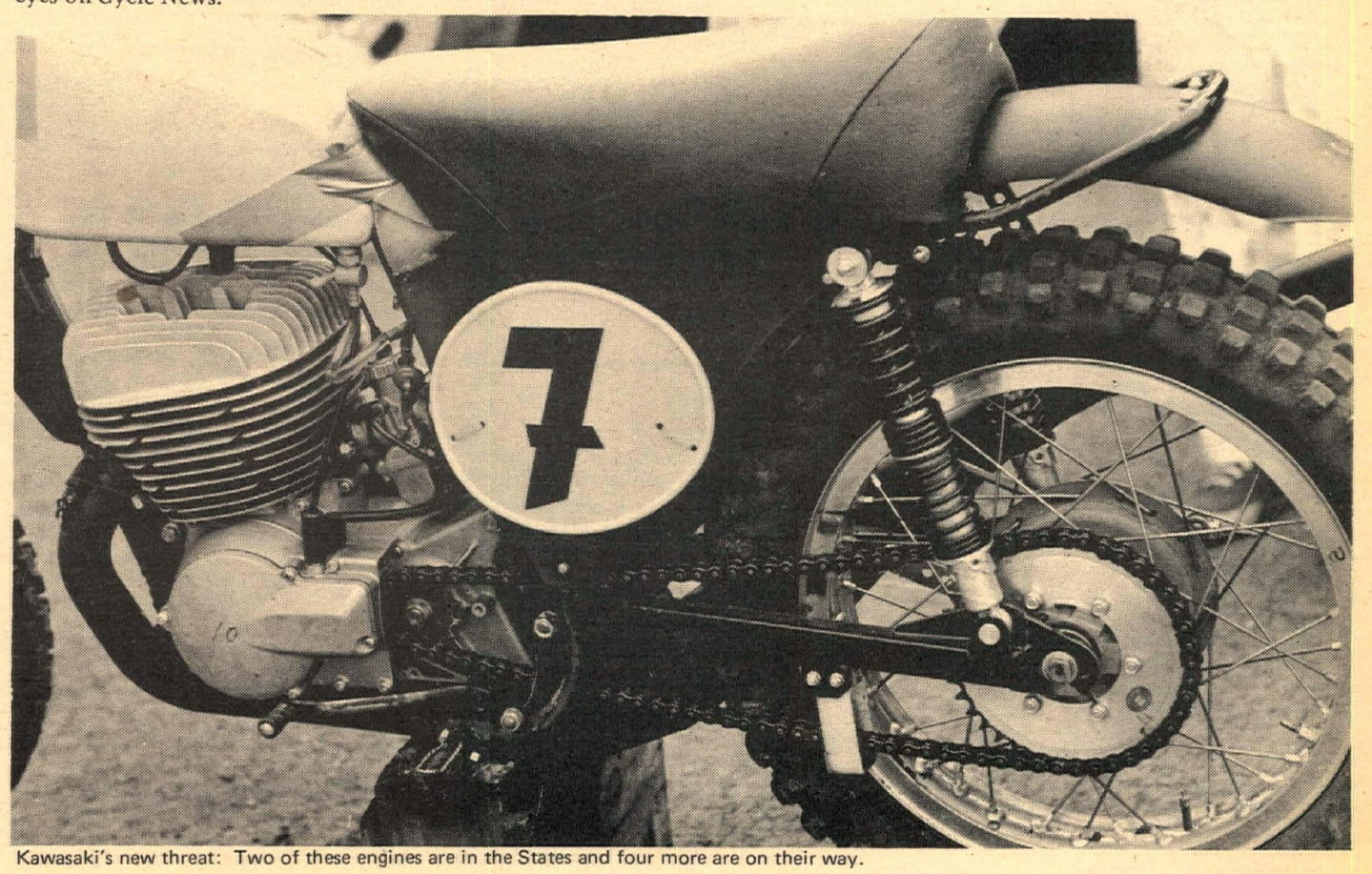
Virtually all the parts — shocks, rims, hubs, brakes, etc. — are in the experimental stage so nothing is definite. Now the bike will be taken back to Kawasaki's new research and development center to be stripped and examined. Marcell said he will have several bikes completed in August when Olle Pettersson, Kawasaki's new employee, arrives at the Santa Ana facility for final preps.

We got our eyes on it so keep your eyes on Cycle News.

Bruce Baron...

...and Jerry Marcell...

...and Dave Macey and Hank Hosoi.



Kawasaki's new threat: Two of these engines are in the States and four more are on their way.

Cycle News

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ONLY IN IT FOR THE FUNNY

In reference to Dick Hughes' letter about the sportsmanship of J.N. Roberts and Rich Thorwaldson, let me tell you what I saw last year while attending a Mile National:

In the early part of the race Bugs Mann was leading, followed by Mert Lawwill and Gene Romero, who were dicing for second place. Jimmy Odom was running fourth, Dave Aladana fifth and the rest of the pack was strung out behind.

Late in the race Aldana did his thing, a full gainer with a one-and-a-half twist. As the leaders came around and saw Dave's plight, they all laid their bikes down, pulled him and his motor out of the weeds, and straightened his motor so's he could finish. However, there wasn't enough time for Dave to fill in his AMA crash card, so Romero rode both bikes.

Coming into the checkered flag it was obvious that Romero would win, thus getting twice the National points 'cause he was riding two motors. Knowing that this was unfair to Bugs, he laid both bikes down, Bugs passed him for a first, and Burrito finished second and third.

Man, that shows class. These two are really Number One and Number Two, not just in racing.

HY CIDER
No. 98G
San Rafael, Calif.

Gotcha, Hy. They didn't have to fill crash cards last season. Besides, Aldana would have used a rubber stamp...Ed.

HAS NO RESERVATIONS

I rode five Grands Prix last year and if I was only allowed to run one a year, the Soboba Grand Prix (see Calendar Feb. 13) is the one I'd choose. The course was all virgin (no one being allowed to ride on the reservation at any time except for this one race), a lot of pit area, and all the concessions are run by the Indians. No hot dogs for sale but bitchen homemade tamales, tacos, etc., topped off with an "Indian Okie" rock group Saturday night.

The whole package was completely out of sight. Try it! You'll like it!

BILL TREVINO
Monrovia, Calif.

Not to mention the fact that all proceeds go to the Indian reservation...Ed.

AW, IT WAS NOTHING

I would like to thank all the people who took the time and patience to write me while I was in the hospital. I am now at home and feeling much better.

Because of your circulation I received letters from Massachusetts, England, Australia, and Ireland. Thank you again, very much.

BILL LADD, JR.
CMC No. 37B
Ramona, Calif.

What? No letters from Zamboanga?...Ed.

GOOD OL' JOE

I'd like to take this opportunity to thank the Lightweights as a club, and one Joe Williams as an individual. At a Lightweights point run, on January 16, 1972, held at Perris, Joe Williams crashed in front of me. Unavoidably I ran over him and his bike. The next thing I knew, I was hurt and he was the first one to be helping me. He left his own bike laying and came to help me.

It's guys like this that make the sport what it is today. So thanks to the Lightweights for their efficiency, and thanks Joe Williams for being a true racer.

JAMEY BLUNT
4x
Torrance, Calif.

OUR LOSS

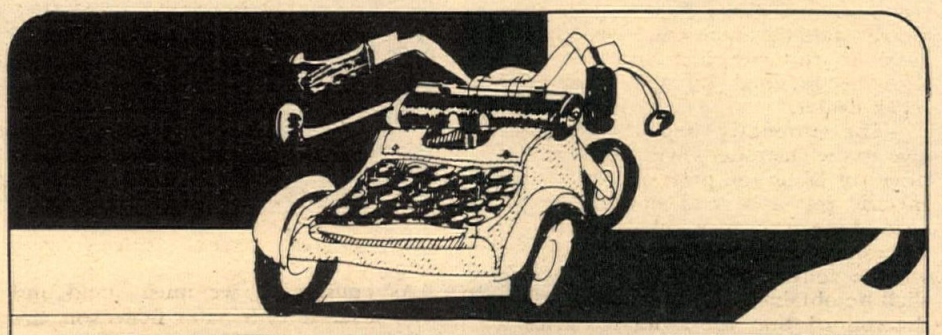
Ta-da! Big scoop! On January 8 and 9 at Indian Dunes the World Mini-Bike Grand-Prix was held. Lotsa stars and talent: Willie Simmons, Davey Carlson, Jeff Ward, Randy McIntyre, Gregg Byers, Steve McQueen. Beautiful racing (puts the big boys to shame!).

But hark! What's this? No coverage from Cycle News? Tsk, tsk! Your loss! It was racing at its finest and the world at large will never know. Too bad. Shame on you!

EVELYN McINTYRE
Cypress, Calif.

DEPT. OF CORRECTION

Last week, we printed a letter entitled "DESERT ANARCHY CLUB" which had a very important portion left out by mistake, completely changing the meaning. Tom Widick brought it to our attention. The last sentence of paragraph two should read (with the left-out portion inserted within the parenthesis): "We would like enough members to (enable participation at every desert race, yet not enough members to) lose the closeness of a group like this can achieve."



VOICES OF THE WEST

PIPE DOWN

I rode the Pasadena M.C. Hare Scrambles on January 17. It was a great race except I lost my chrome CZ up pipe about two and a half miles from the finish.

If anyone has it or knows where I can find it, please contact me.

DAVID ENGLISH
736 Claymont Dr.
Los Angeles, CA 90049
(213) 472-7762

PEGGING J.N.

Your J.N. Roberts interview was very interesting. However, I had a little chuckle when the question, "Wonder how many other racers would have finished that last quarter of the race on one peg?" was posed.

Last week at the Vikings race at Lucerne I pitted for Bob Ward, who was making his very first attempt at desert racing. He lost both foot pegs before he reached the first check, completed the first loop in about one hour and 25 minutes, and went on to finish the second loop not only without pegs, but somewhere along the line the rear shocks went flat and locked up.

Look out, J.N. We're after you with or without pegs.

WALT BLACK
Agua Dulce, Calif.

BAD BRAD

On January 6, 1972, American Jawa put on a motocross school at Indian Dunes for a select group of CZ riders. The instructor was to be Brad Lackey with Jim Wilson helping out. After a short tour through American Jawa in the morning, the riders were sent out to the Dunes to receive their motocross schooling.

By 1:30 in the afternoon, the riders got in a lot of riding but no instructions. The reason was the Lackey, who was at American Jawa that morning, did not bother to come out to the track.

After a short talk with Jim Wilson, we both felt that it would be unfair to send the riders home without some type of schooling since some of them came from as far as San Diego and Fresno.

So what did Jim Wilson do? He asked me to round up the fellows and that he would put on the school. With the fine help of Bob Hershey, they put on one of the best motocross schools I have ever seen. I doubt that they received any money for their efforts, but you can be sure they are Number 1 in the minds of all the riders who almost went home early for lack of an instructor.

Thanks to Jim Wilson, Bob Hershey and their sponsors, Valerians Two-Cycle City and Mid Valley.

L.E. DERHAMMER
Mission Viejo, Calif.

FROM A FRIEND

Bob Arnold, age 41, owner of Cycle Stop in Oakland, Calif., died Jan. 8 of a heart attack.

Bob will really be missed by the racers and motorcycle riders in this area. If somebody had a story to tell or needed some good advice, Bob was always available. He loved racing and the people in it.

He was a sponsor to many, from sportsman riders to professionals. He didn't need to have one of his racers riding to attend; he loved being there. Bob will be missed by many.

A friend,
LES MORGAN

KUDOS

I wish to congratulate you on a fine first edition for 1972, especially the article on Mikuni carburetors. I am convinced it shone the light on many readers. I also appreciate your series with E.C. Birt.

Great reporting. Keep it up and I'll keep buying.

TOM ROSE
Oxnard, Calif.

MORE FOR MORE

People, let's get out our dollar and send it to MORE, Box 26062, Sacramento, CA 95826. We only have 12,000 members out of a possible seven million. What a poor percentage.

They do more for a dollar than six other motorcycle organizations. How about an extra dollar from a race fee, an extra dollar from a road tour fee, etc?

My whole family, my wife, daughter, son, daughter-in-law, even my 5-month-old grand-daughter, are all members of MORE. Let's make 1972 the biggest MORE year yet.

BOB SHAW
Van Nuys, Calif.

LOOKING FOR SOUNDS

I am trying to locate the soundtrack to the "On Any Sunday" and am hoping that you could provide information as to the name of the orchestra and the recording company.

GARY SAMSON
Boise, Idaho

Go to your local record store, thump the desk impatiently, and demand that they stock "On Any Sunday" by Dominic Frontiere. It costs $4.98 and is on Bell Records, catalogue number Bell-1206. Bell Records is at 6464 Sunset Blvd., Hollywood, CA 90028...Ed.

KING OF THE MOUNTAIN

You stated that an Ossa Stiletto 250 was the first to make it over the "New" Matterhorn hillclimb. I have a friend who said an AJS 250 had also made it over; he had read this in another magazine.

Could this have been the old Matterhorn the magazine was talking about?

BILL HALL
Fort Brass, Calif.

Yes. The Ajay was the first bike ever to top Saddleback Park's original Matterhorn...Ed.

POEM OF THE WEEK:

I won a prize from Cycle News,
I thought they were O.K.
So I subscribed to their paper
Just the other day.
But it seems it will take two weeks
Or even three,
But thank you for your effort.
I'll just sit here patiently.

TERRY HANDELIN
Weott, Calif.

NO PADS IN THE BAY

Page 25 of your January 12th edition had a half-page picture of a competition rider with a lot of protective gear. I have tried to locate the shoulder pads and the elbow pads to no avail.

The dealers in the Bay Area are of no help so I am asking if you would please supply me with the name of a dealer where I can purchase the equipment.

JIM BRYSON
Danville, Calif.

We got all that stuff from the distributor, Jim Davis. Write him at Box 1002, Burbank, CA 91304.

MEDICAL MUFF

The weekend of Jan. 2, a buddy and myself decided to enter the SRA Hare and Hound race from Lucerne to Adelanto. We were beginners, and had never ridden in a race, nor in the desert. You can imagine our excitement – first race...first time in the desert. We decided to take along my two young nephews. They were both crazy about bikes, and were bubbling over with enthusiasm about going along.

The race began, and surprisingly I found myself doing quite well. Who knows, I may have even trophied if I had maintained my position the second half of the race.

You can imagine our shock and anger upon arriving at the gas pit stop to learn that my two young nephews, both a good 15 feet back off the track, had been run down by a big bore bike going flat out in the pit. The oldest boy received severe injuries. He was struck while looking the other way by the full impact of the bike, and suffered a dislocated shoulder, the loss of chunks of skin, and numerous severe bruises. We had at first thought his shoulder was broken. What really scares me is that the younger boy, weighing a mere 55 lbs., was pinned beneath the bike and dragged 10 or 15 feet. If the boy hadn't been pinned between the front wheel and the engine mount tubes he would have been seriously injured.

Furthermore, we were dismayed to learn that there were no first aid facilities of any kind provided. Why? With all the injuries to riders we saw along the way it would seem necessary that the SRA would provide some sort of first aid station at the gas pit. Upon checking with the SRA man at the checkpoint, we were simply advised to go into Barstow, and then dismissed.

The disheartening thing about it all is the fact that these two problems can be corrected. It seems to me that by delegating a few members to control the speed of bikes in the pit area, and by arranging for a couple more members to have first aid supplies and treatment available at the pit would have avoided the ruination of a great day for us. I also believe that a mobile first aid unit or two, like a dune buggy, etc., would be an excellent idea for transporting severely injured riders.

Because of these shortcomings, my buddy and I will never again enter such

(Please turn to page 5)

Crooked dealers had better start behaving themselves.

m.o.r.e. from the capitol

By Russ Sanford

In what has been described as "one of the most comprehensive consumer protection acts of all time", the California Legislature and Governor Reagan have put their stamp of approval on Senator Anthony Beilenson's "Automotive Repair Act". This Act extends to the motorist the same type of fair practice protection that he has come to expect from TV repairmen, doctors, nurses, pharmacists, and a host of other professions. The act also elevates motor vehicle repair, including motorcycle repair, to the ranks of professionalism.

At first glance, one would think that this legislation would have been bitterly opposed by the motor vehicle repair industry. But, this is not true! The motor vehicle repair industry strongly supported this act because it eliminates the unscrupulous shade-tree mechanic and brings credit and professionalism to the responsible and legitimate dealer.

The act creates a Bureau of Automotive Repair within the Department of Consumer Affairs. The Bureau serves many functions, not the least of which is the certification of motor vehicle repair shops. Without such certification, a motor vehicle repair shop is prohibited from doing business after June 30, 1972. A rigid set of rules and regulations have been established and a repair dealer who does not abide by these rules will lose his certification and is subject to fines, imprisonment, and civil lawsuit.

Some of the actions on the part of a repair dealer which will result in the loss of certification are:

—Making or authorizing in any manner or by any means whatever any statement written or oral which is untrue or misleading, and which is known, or which by the exercise of reasonable care should be known, to be untrue or misleading.

—Causing or allowing a customer to sign any work order which does not state the repairs requested by the customer or the automobile's odometer reading at the time of repair.

—Failing or refusing to give to a customer a copy of any document requiring his signature, as soon as the customer signs such document.

—Any other conduct which constitutes fraud.

—Conduct constituting ross negligence.

—Failure in any material respect to comply with the provisions of this chapter or regulations adopted pursuant to it.

—Any willful departure from or disregard of accepted trade standards for good and workmanlike repair in any material respect, which is prejudicial to another without consent of the owner or his duly authorized representative.

—Making false promises of a character likely to influence, persuade, or induce a customer to authorize the repair, service or maintenance of automobiles.

—Having repair work done by someone other than the dealer or his employees without the knowledge or consent of the customer unless the dealer can demonstrate that the customer could not reasonably have been notified.

Some other provisions which are designed to protect the consumer are:

—All work done by an automotive repair dealer, including all warranty work, shall be recorded on an invoice and shall describe all service work done and parts supplied. If any used, rebuilt, or reconditioned parts are supplied, the invoice shall clearly state that fact. If a part of a component system is composed of new and used, rebuilt or reconditioned parts, such invoice shall clearly state that fact. One copy shall be given to the customer and one copy shall be retained by the automotive repair dealer.

—The automotive repair dealer shall give to the customer a written estimated price for labor and parts necessary for a specific job and shall not charge for work done or parts supplied in excess of the estimated price without the oral or written consent of the customer which shall be obtained at some time after it is determined that the estimated price is insufficient and before the work not estimated is done or the parts not estimated are supplied. Nothing in this section shall be construed as requiring an automotive repair dealer to give a written estimated price if the dealer does not agree to perform the requested repair.

—Upon request of the customer at the time the work order is taken, the automotive repair dealer shall return replaced parts to the customer at the time of the completion of the work excepting such parts as may be exempt because of size, weight, or other similar factors from this requirement by regulations of the department and excepting such parts as the automotive repair dealer is required to return to the manufacturer or distributor under a warranty arrangement. If such parts must be returned to the manufacturer or distributor, the dealer at the time the work order is taken shall offer to show, and upon acceptance of such offer or request shall show, such parts to the customer upon completion of the work, except that the dealer shall not be required to show a replaced part when no charge is being made for the replacement part.

—Each automotive repair dealer shall maintain such records as are required by regulations adopted to carry out the provisions of this chapter. Such records shall be open for reasonable inspection by the chief or other law enforcement officials. All such records shall be maintained for at least two years.

Also, the act states that, "No person required to have a valid registration under the provisions of this chapter shall have the benefit of any lien for labor or materials or the right to sue on a contract for motor vehicle repairs done by him unless he has such a valid registration."

Certified repair dealers will pay an annual registration fee ranging from $25 to $50, and in exchange will be given signs to be conspicuously posted in their places of business indicating that they are certified. The sign will also inform the public of the protection which they are afforded and will further note the method of initiating action against unscrupulous repair dealers.

Make no mistake about it! This new act most assuredly creates more red tape and more headaches for the legitimate and scrupulous motor vehicle repair dealers: but, it's the price that they are willing to pay to rid their ranks of the unscrupulous and price-gouging element.

As consumers, we must stand and offer a salute to Senator Beilenson, the California Legislature, Governor Reagan, and the "new breed of professionals". Sometimes, Big Brother works for us, too.

Address all comments and inquiries to M.O.R.E., P.O. Box 26062, Sacramento, CA 95826.

Movie review: 'ON THE LINE'

By Charles Clayton

"ON THE LINE" is a movie about motorcycles, but more than that, it is about the men who ride them, and why. It is a dramatic documentary a notch or so better than those two other famous motorcycle flicks, "Easy Rider" and "Any Sunday."

"On the Line" tells the story of three men who race the desert. One is a songwriter-musician (Mentor Williams, who composed the film's outstanding musical score); one is Lee Stanley, co-producer of the movie, a man of many interests. And one is J.N. Roberts, the greatest desert racer of all time.

It is obvious that Stanley and his filming partner Tom Hayden (Stanley/Hayden Productions, Hollywood) both know and love not only this desert racing that they've chosen to make their first feature movie subject, but also the people involved and the vanishing desert itself.

We are shown the living desert quietly, in close-up, before the credits come on the screen. There is the

(Please turn to page 26)

Writin' Around.

By Charles Clayton

Werner Schutz has returned to Germany, they tell me, somewhat miffed at the welcome he didn't receive from that irascible old columnist of Cycle News West, Papa Wealey, who all but accused Werner of cherry-picking the virginal motocrossers of the U.S. What got the old man on his case was when AMA granted instant citizenship to the European ace, allowing him to race in the so-called "National" class at the last couple of Trans-AMA's.

We reminded Papa that America is still the land of opportunity as far as immigrants are concerned. Had we not accorded the honor to such worthies as Lars Larsson and Gunnar Lindstrom, among others? You should have seen his face! "BUT THEY RACE THE INTERNATIONAL CLASS" he exploded.

Okay, now that Herr Schutz has caught the plane back to the Fatherland I guess our apologies won't make much difference. But should he ever decide to return for good, I'd like to make his welcome more cordial, as far as this newspaper is concerned. Certainly our riders need stronger competition if they are ever to develop the skill it takes to beat the Europeans in motocross. And if we can't go there, I guess we should appreciate Frank Cooper's bringing some Europeans here for us to ride against. But as it now stands, Karl Wealey is still as isolationist as ever regarding the National class. He lays the blame equally on the FIM and AMA.

California is not the only state that passed an off-road registration law recently. The State of Washington started registering dirt vehicles last year, except their legislation left a lot of loopholes and unanswered questions that may keep it from being anything more than a "nuisance tax" for motorcyclists.

Worst boondoggle in the Washington scheme is the provision that money not spent for adding to and maintaining trails, goes into the general fund and that is the last the riders see of it.

Moreover, the trail funds are not administered by any one agency, as in California, but by the several state agencies that control public lands.

Now an amendment is in the hopper that would require registration except on machines ridden on one's own land. In other words, as Mike Halliday, to whom I'm indebted for this information, points out, "thou shalt not ride unlicensed in your neighbor's yard, even if he asks you to come over for a beer."

Whew! There, but for the grave of Russ Sanford, goeth California.

scramblin' around

By Maureen Lee

A great big tip of our helmet goes to a new District 37 club this week, the Lightweights M.C. If the name seems familiar it's because there once was a club by that name a few moons ago, but this is a new organization solely to promote scrambles, and a fine job they're doing. It's not easy to be a new club and pick up a schedule of races they have. Scrambles was dying on the vine but they have filled up the calendar with 'em.

Our scrambles scene will be further brightened with the return of John R. John, who quit scrambles for the more popular form of motocross and then found the old bod couldn't take the pounding after his last unload up in Canada. Fair warning to the troops: he's after that Number One again. Wonder if he knows that Dave Bickers, who's about John's age, has a bad enough back to make him sleep on his tummy some nights. All you get out of Dave when he looks a bit under the weather from it is a grin and the broad Suffolk-accented, "Ow, it's alright, you knowoow."

Remember all the flap about the valves in last year's rule book when it looked like the big two-strokes were illegal to run since there wasn't a class listed for them? Guess what, ladies and gentlemen? The rule book *still* reads the same!

Popular Bill Adams was elected as District 37's Congressman with Lynn Wineland as alternate. A good choice. Should our District be lucky enough to get the sight of the '73 ISDT, Lynn is a veritable gold mine of information on that subject.

Unfortunately, I wasn't well enough to attend as Mr. Sawbones is getting me fit for surgery again (this time I'm going to have one of the nice ladies from Bates install a zipper at the end of it all and dispense once and for all this Mickey Mouse routine...a simple un-zip and they can see what my innards are doing.) Anyway, I had a kind friend taking some notes so I hope between what he wrote down and what I think he wrote down we get some pretty good information.

The insurance changes I won't touch because they are too important to be told in a second-hand fashion and should come direct from Worthington, but here are some little gems for you.

Motocross is now off-limits to professional Experts. I'll have to get a clarification on that. Does the AMA mean a Class C professional? Or a motocross Expert who has been riding the other pro events around? Maybe some of the squawking about Master classes and re-classifying the boys didn't fall on deaf ears.

Contingency awards must not exceed $100. I'd like to take that to mean that at the end of the season your jolly sponsor can't give you the bike you made your Number One on.

In motocross, the Olympic scoring system shall be used. Hurray! Much easier for the scorers. I'll never forget poor Wes Cooley (who started throwing motocrosses when half the people didn't know how to spell it) tried that one day. Oh, the gnashings of teeth and wailings about "how it won't work out fairly" that continues as Wes explained. It works perfectly, thank you, although that day Wes was forced to go back to the old system. If you don't understand it, it works this way, first across the line one point, number two gets two points, number 15, 15 points. Then at the end of all motos run the man with the lowest number of points is the winner. Saves the scorers all that hassle of counting up such, "Let's see, number 12 across earned 17 points, etc." A much neater system. Also, for motocross, you will be classified as A, B or C riders, C being the Experts.

Scrambles may no longer be called TT Scrambles. That famous name has been taken away folks. It's now a scrambles. Since California was the home of the TT, I guess we can muddle along, however.

Hope you saw Wide World of Sports Carlsbad coverage. Superb. Actually better than being jammed against a fence where all one can see is one turn. That course is what I call a motocross and I'll still stick by my guns when I say that most of the motocrosses we ride here are nothing more than a good old rough scrambles. It's just "in" to "ride motocross".

The Europeans know it, though. Just watch their grins when you bring the subject up. They know a scrambles course isn't going to toughen you up to their standards when they actually ride nothing but motocross.

VOICES

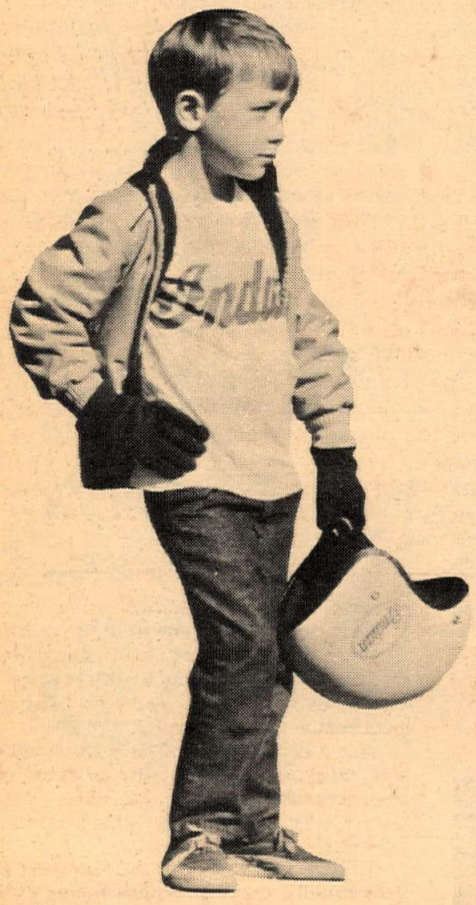
(Cont'd. from page 4)

a race. It's not worth it. The enthusiasm that my two young nephews had for bikes may have been permanently dampened, though I hope not.

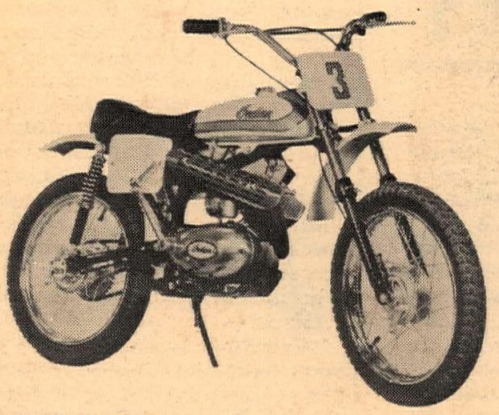
K. DAVIS
Long Beach, Calif.

Ron Vincellette, president of the SRA, stated he had heard nothing about the matter when we contacted him. "I really don't know how it came about," he said. "We had three separate medical facilities in the pits including an ambulance, a jeep and another truck. I'm sorry to hear of it happening, but I just don't see how it could have without me being notified, especially if the two were hurt as bad as Mr. Davis says."...Ed.

BE AN *Indian* GIVER



Your dad will be delighted with your choice of an Indian Minicycle. However, you would be wise to convince him to buy two.



JUNIOR CROSS
4-SPEED OR AUTOMATIC
A 4-speed 50 cc competition bike designed for the young hotshoe. And, an easy-to-operate 50 cc automatic. Both feature 14-inch wheels and big bike front and rear suspension and weigh less than 85 pounds.

SUPER ENDURO
"THE BEST MINICYCLE"
A medium-sized fun machine for the whole family. Outstanding features such as: 4-speed transmission; high performance engine; hydraulic front forks; 3-way adjustable rear shocks; 3.25 x 15 inch rear trails; 2.75 x 16-inch front trails; and weight of only 128 pounds.

Indian **DEALERS**

CYCLE TOWN
12143 Studebaker Rd.
Norwalk, Calif.

ALLIED CYCLE
24601 Arch Street
Newhall, Calif.

BRYANT BROTHERS
7558 Stockton Blvd.
Sacramento, Calif.

AAA CYCLE CENTER
1330 East Edinger
Santa Ana, Calif.

JIM'S DESERT CYCLE
257 East Highway 80
El Centro, Calif.

WEST COAST CYCLE
325 East La Habra
La Habra, Calif.

BARRIS SPORTS CENTER
727 El Cajon Blvd.
El Cajon, Calif.

JIM AND JIM'S CYCLE
Linden and Oak Street
El Verano, Calif.

WESTMINSTER SPORT CYCLE
7574 Westminster Ave.
Westminster, Calif.

DICK'S CYCLE AND MOWER REPAIR
1018½ South Hacienda Blvd.
Hacienda Heights, Calif.

JERRY CLARK CYCLE AND MOBILE
1100 W. Main Street,
Barstow, Calif.

U FIX IT MOTORCYCLE
1449 W. Rosecrans,
Gardena, Calif.

ZAKARIAN CYCLES AND AUTO
525 South Santa Cruz,
Modesto, Calif.

STRONG CYCLE SALES
10018 S. Painter Ave.,
Santa Fe Springs, Calif.

MOUNTAIN MOTOR SPORT INC.
1480 Ammons,
Lakewood, Colorado

SOUTHWEST CYCLE
4530 So. Country Club
Tucson, Arizona

VALLEY KAWASAKI
3427 E. McDowell
Phoenix, Arizona

PARMO CYCLE
Rainier, Washington

EAST VALLEY CYCLE
4337 Auburn Way North
Auburn, Washington

TRI-HONDA 636 W. Broadway,
Farmington, New Mexico

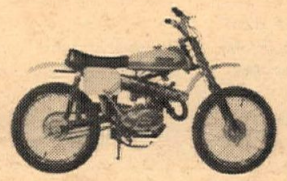
WIN A FREE *Indian* 125

All participating Indian Dealers are now prepared to show you their 1972 line of bikes as well as to accept your entry blanks for an Indian 125 motorcycle. The drawing will be held on 1 May 1972. Indian Motorcycle Company and Indian Dealer employees and relatives are not eligible for the drawing.

THE *Indian* MOTORCYCLE COMPANY 1535 West Rosecrans Avenue Gardena, California 90249

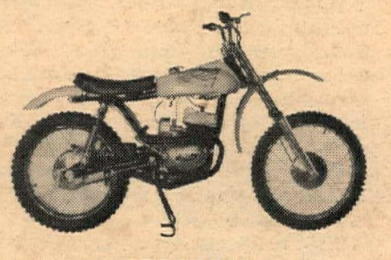
DEALER AND DISTRIBUTOR INQUIRIES INVITED

MINI MINI

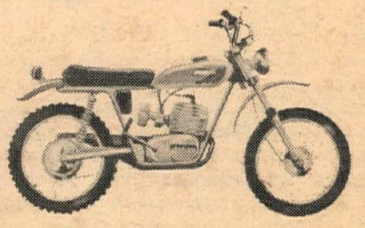


JR. CROSS

SUPER ENDURO



MOTOCROSS 100



INDIAN 125/175

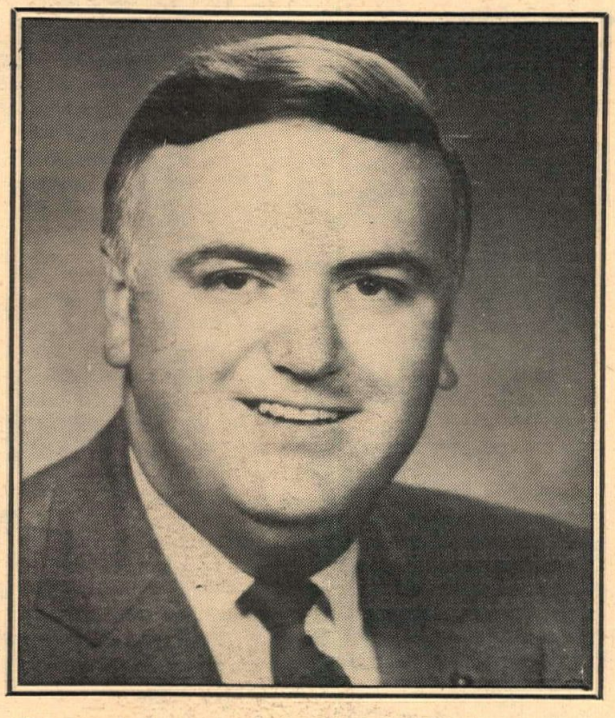
CYCLE NEWS NAMES ITS MAN OF THE YEAR RUSS MARCH

We didn't know what to make of Russell March when he first took over as Executive Director of the American Motorcycle Association late in 1970. He seemed much older than the 33 years that his press release claimed. He obviously wore a toupee. He'd been around the backbiting, infighting motorcycle industry and risen to the top, yet he had made no enemies we could discover.

Under its previous director, the AMA was virtually being choked to death Membership had not risen significantly during all the growth years of the sport. There had not been much reason why anyone should join, aside from wanting to compete in AMA sanctioned races.

It was a snap for a new Director to do a better job than the old one, but Russell March doesn't satisfy so easy. He came on with a whirl activity throughout 1971 that the headlines are still catching up with: he raised the annual dues and added on participant insurance, a Legislative Department, and Public Relations Department. Under him, the AMA ran off its first full season of FIM affiliation successfully. A new Amateur Activities Department sanctioned 4,559 events and helped manage the U.S. to its highest scoring ever in the I.S.D.T. Then March went and got the 1973 ISDT for the United States.

Meanwhile, the Legislative Dept. was lobbying for motorcycling in several states, the P.R. Dept. was churning out race promotion and press releases, and teaching clubs how to do the same.



The association magazine, renamed AMA News, was upgraded, doubling in circulation and producing two important supplements on Noise and Land Use. TV safety campaigns and personal communication with clubs and individuals became a part of staff duties and always there on the front lines, meeting and listening to the public, was Russell March.

AMA membership went up to 140,000 and is still rising. As pessimists predicted, raising the dues from $2 to $7 caused a lot of members not to renew. But March counts this not as a loss to AMA, but rather, "a blessing in disguise."

"The person whose only reason for membership is that it is cheap is the person whose attitude toward himself and his sport is cheap," says an editorial in the current AMA News. "If we cannot expect this man to invest more than $2 a year in the future of his sport, we certainly cannot expect him to write a letter, attend a club meeting or become involved in community relations."

"Involved" is the word that perhaps best describes where AMA and Russ March are at. Programs are underway for this coming year that will hopefully involve more motorcyclists in the future of their sport. The new Political Frontiers program and the Youth Division for kids under 16 years of age are designed to broaden the AMA's service on both ends and the liability and property insurance, as well as the group life insurance just announced, continue to pile benefit on top of value as reasons for AMA membership.

Russell March, more than anyone else, has earned motorcycling's Man of the Year accolade as far as this newspaper is concerned.

Nixon's Campaign Man Now AMA's

(Or, can a first-year motocrosser named Bill Low also be the most dynamic political strategist in the country today?)

During 1972 the American Motorcycle Association will launch a new program entitled Political Frontiers, based on a series of workshops throughout the United States designed to teach concerned motorcylists how to operate effectively and efficiently in their local politcal arena.

Political Frontiers, which will reach nine major cities in its pilot series, will be under the direction of Washington-based political consultant Bill Low, and under the coordination of AMA Legislative Director Chet Winter. About the team effort, Winter states, "A man like Low is absolutely essential to this program. His professional background includes experience with political machinery from the local level to the total operation of a national party, he has conducted similar programs successfully for other groups, and he is a devoted and enthusiastic motorcyclist."

The AMA's Political Frontiers program is poised to begin in March. Tentative workshop locations include Hartford, Atlanta, Pittsburgh, Chicago, St. Louis, Dallas, Portland, San Francisco, and Los Angeles. In each of these geographical areas, local concerned motorcyclists are invited to learn how to influence local politics through basic skills exposed in a one-day session.

At this time the AMA News and Public Relations Department is working with Winter and Low to complete the syllabus and literature that will be used at each workshop. Three broad areas will be covered, including the mechanics of government, statesmanship and diplomacy, and the political role of the motorcyclist and his national association.

In discussing the mechanics of government, Bill Low will demonstrate how motorcyclists may influence a local election and why it may be easier to do than most realize.

His profession is politics. He is in the business of showing candidates for elective office how to win and he serves as an advisor for others who operate in the fast-paced world of competitive politics.

His vantage point of extensive behind-the-scenes involvement has enabled him to develop a unique perspective of the inner workings of the political process.

His professional credentials are impressive. He directed the Republicans' political and financial operations in two states and, for those successful efforts, was called to Washington, D.C. in 1969 to develop a politcial organization program and management system for the Republican National Committee. The resulting program got high praise from elected officials and political professionals throughout the country. In less than a year at Republican national headquarters, Bill was in charge of the Committee's entire political operation.

He delivered speeches, conducted meetings, trained seminars and ran political evaluation sessions in most of the fifty states. A former colleague identifies him as "the most dynamic and perceptive political strategist in the country today." His rapid rise to the top in national politics at 32 years of age is dramatic for while youthful candidates are much in vogue, the backstage political operations are generally held by older minds.

Last year Bill opened a political advisory and campaign consulting office in Washington. He has been retained by the AMA to develop and direct the new political action program.

Naturally his hobby is motorcycling. An avid rider and now a first year motocrosser, Bill has become acutely aware of the problems which confront all cylists. He points out:

"There are heavy political overtones to virtually every problem facing cylists today. The average politician views the cylist as publicly unpopular and, therefore, considers him a politically desirable target for criticism. The politician feels that the cylist doesn't fight back very often and when he does it is relatively inefficient.

"The goal of the new AMA Political Frontiers Worshop program is to change things," says Bill. "First, we must expose the politician to the real world of cyling in the Seventies. The politician's lack of information and understanding about cycles and cylists presents an opportunity for us. For example, the 1972 candidates are already falling all over each other with efforts to attract the newly enfranchised young voters. Yet how many politicians have even thought about the high percentage of young people who own, want, or identify with motorcycles? How many candidates are aware of the intense feeling of many of us that we, as a group, are tired of discriminatory treatment by our public officials?

"We need to become a viable political interest instead of waiting around to be used as a target for some candidate's speech, legislation, or administrative order.

"We need to encourage and equip motorcyclists to get into politics on the ground floor through involvement in campaigns. We need to recruit, on a selective basis, fellow cyclists to run for office and thereby establish some knowledgeable spokesmen in the city halls and State Houses.

"Most of all, we need to overcome situations where we are constantly on the defensive. When responding to politically significant constituencies, politicians like to use as many "'yeses'" and as few "'nos'" as possible. The best way to put an end to the opposition and outright oppression we have been getting as cyclists is to develop some "'clout'" and to get on seeking the help we need from our public officials: education for automobile drivers, access to riding lands, etc. We will never have a better opportunity than we have this year!"

Readers are invited to keep watching Cycle News and AMA News for meeting times and places. Those who wish to participate at this time, AMA member or not, write to Bill Low, c/o POLITICAL FRONTIERS, AMA, 5655 N. High St., Worthington, Ohio 43085.

Evel to Unveil Skycycle at Twin Falls Biggie

Championship motocross racers, young and old, professional and amateur, from all over the world, are looking forward to the world's richest motocross race, the second annual Snake River Canyon Championships to be held at Twin Falls, Idaho, May 6 & 7 on the grounds and the site of the huge take-off ramp and runway area, where Evel Knievel will attempt the longest jump in the world with his now famous "Skycycle X-2".

Riders and spectators attending the motocross this year will actually see the bullet-shaped, streamlined Skycycle being tested at the jump site in preparation for the day to come; the exact date to be announced in the near future. Prize money for the race will be $25,000, plus contingency money; without a doubt, the world's richest motocross race.

European entries and others from all over the United States have been received. The event will be sanctioned with C.M.C. and only the pros will need a competition license. Amateurs, who race on Saturday, May 6th, will not need a license. All finishers in the Amateur class will receive 100% Olympia souvenir trophies.

This event is a co-op sponsor participation between Snake River Canyon Enterprises, headed up by Evel Knievel, Mike Grey, a Civic Community leader in Twin Falls, Idaho, and the Olympia Brewing Co., Tumwater, Washington. All riders who attended last year's event were overwhelmed with the Twin Falls country hospitality and friendliness. This event could be the biggest in motorcycle sport history.

When Knievel jumps the Canyon, a full week of competitive sport is planned and the prize money may be near the $100,000 mark.

Cycle News North

Watching Juniors Romp at Baketown Opener

By Sportphoto

BAKERSFIELD, CAL., Jan. 16, 1972 — Nearly 170 avid racers were on hand today at Sprockets Park to participate in the scrambles season opener despite heavy fog and a biting cold. If the weather wasn't good (and it wasn't) the track certain was, with almost perfect traction combined with a smooth surface.

Bob Boswell picked up the win in the 100cc Junior Main and that win should be just enough to put him over the top into the Expert ranks. Bob had to work for the win though, as he jumped out to a marginal lead over Ken Parker, who was being chased by Mike Delliplaine, Jeff Gruber and Bryan Rietz. Coming out of the first turn, Gruber made an error in judgment and fell, losing almost a half-lap by the time he could get up and going again. Down in the right-hander, Parker spotted an opening and slipped under Boswell, taking the lead. Boswell haunted Parker's rear wheel until the last lap when, entering the sweeper, he went high up on the berm and took the lead, which he held to the checker. Parker came in second, followed by Rietz, Gruber and Delliplaine, who had fallen earlier while pressuring Parker.

Victory in the first turn.

A novice winner struts his stuff.

Richard Horton jumped right out into the lead of the 125cc Novice, with Elaine Smith, David Smith, Randall Lewis and Dan Dias close behind. David Smith got a drive coming out of the right-hander and moved by Elaine over the jump and into second spot. It would seem that David really likes the right-hander as, on the following lap, he slipped under Horton, taking the lead. At the finish line, the order was David Smith, Horton, Lewis, Dias and Elaine Smith.

The 125cc Junior Main saw Craig Alexander take an immediate lead, with Oren Cook, Paul Anderson, Homer Taylor, Buck Horton and Steve Craft all in pursuit. Coming through the sweeper, Anderson slipped around Cook to move into second and then pass Alexander over the jump on lap two, to take an undisputed lead. Also on lap two, Taylor got around Cook in turn one and then in the following sweeper, Craft really got on the gas and drove around Horton, Cook and Taylor. Now right on Alexander's rear wheel, Craft got a bit overanxious and lost it in the right-hander on the last lap.

Cecil Crowder and Jim Christopherson came off the start and went into the first turn side by side in the 250cc Novice Main. Crowder found a bit of extra traction, however, and took the lead coming out. Christopherson stayed right behind Crowder until the last lap in the sweeper, when he picked up a drive to just edge Crowder. Tom Shumard was third at the checker, followed by Wayne King, who just nipped by Joe Romagno at the flag.

(Results on page 28)

MALES NEED NOT APPLY

Women interested in competing in the Cow Palace races may contact one of two coordinators for the ladies effort. In the San Francisco Bay Area call Connie Furtado at (415) 828-2670. In the South Bay Area (San Jose) call Sandy Alves at (408) 269-5162.

The special ladies racing is limited to 125cc machines.

Iconoclasm At Medford

By Mike Starr

MEDFORD, ORE., Jan. 9, 1972 — Although this was the first time silencers were required at the Medford Motocross Park, a record 164 riders turned out, thus dispelling the myth that motorcyclists love noise. The silencers on all competing bikes reduced the noise level from an ear shattering 101-110 decibels to a street-legal whisper of 87-92 decibels.

Bill Oliver and last year's third place National AMA Amateur class TT Champion Randy Scott from Salem put in an appearance. Oliver, aboard a Bultaco, picked up second in the $100 purse pro race and Scott finished fifth on a new Yamaha 360 MX. His was earned the hard way, however, with two bone jarring endos in exactly the same place.

Carl Cranke showed the troops why he's been tapped to represent Bultaco. His first in the $100 purse pro race puts him even after defeat at last May's Southern Oregon Motocross Championships, and his victory in the 125's puts him one up.

(Results on page 28)

Novice Bray vs. Pawlus

By Sue Bailey

EUREKA, CAL., Jan. 16, 1972 — Competition was tremendous today as 135 riders gathered for this third motocross of the season. Out of nine classes of riders, six of them won all three motos in their class. In the 100cc Novice division, Don Swanson was No. 1 all the way; 125cc Novice, John Maas; 125cc Amateur, Jim Johnson; 250cc Amateur/Expert, Brian Lee, Expert, Lonnie Foster, Amateur; Open Novice, Richard Pawlus.

Pawlus won all three of his motos, all right, but not unchallenged. Suzuki mounted, Dana Bray gave him a run for his money in the first moto. Pawlus started off the race with a good lead and pushed way ahead of the pack by the third lap. In the meantime, Bray held third position and was trying hard to pick up second from Chuck Lockett. He did it, poured it on and passed Pawlus on the inside on the straightaway in the fifth lap. They switched positions again on the next inside curve until the sixth lap when they seesawed the lead all the way around until just before the white flag.

It looked like a sure win for Bray. On the last curve before the checkered flag, Bray laid it down and left the track clear for Pawlus.

In the second moto, Bray pushed ahead at the start, but was stopped in the second lap with bike trouble. Lockett took over first, followed by Richard Miller and Pawlus. Pawlus raced his way up for the win.

Bray, again, started off the third moto but was unable to maintain his position. With more than his share of problems, Bray still ended up with a fourth place trophy.

The race for the 125cc Novice trophy was hot, too. Again, the winner, John Maas won all three of his motos with Jim Moffat challenging all the way. In the second moto, Moffat was ahead at the line and Maas took it away from him on every other curve in the first two laps. They were side by side until the straightaway in the third lap when Maas lost it and fell back. Moffat pushed way ahead with Maas still holding onto second position. In the fifth lap, Maas grabbed it again and took his Husky to the checkered flag.

(Results on page 28)

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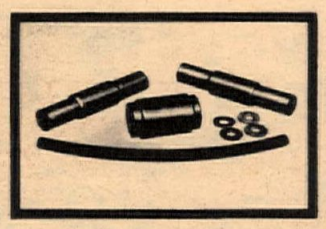

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125 Expert Mark Muscio highsides while attempting to pass Ted Davidson.

TULE FOG GREETS GRIFFITH SCRAMBLERS

By Bill Spencer

OAKDALE, CAL., Jan. 16, 1972 — Greeted by the fmous tule fog of the Central California Valley, over 200 scrambles riders turned out for the first running of Jerry Griffiths Rodeo Grounds. With track conditions being what they are today, this little facility has all the potential of being one of the great facilities with some time and work. The riders were all pleased with the track even though it needed some attention. Mr. Griffith has had much background in the ways of motorcycle racing and could really make a track for himself with this rodeo grounds.

In the Experts' battle for points much crashing was the format for the day's operations. In the 125 Expert department, the young Davidson troops came out on top once again on new Pentons but not until Mark Muscio put on a great battle for the win in the heat. Mark got a poor start and went to work right away. He was passing quite well until he came up on Ted Davidson and then couldn't decide on which way to pass. When he decided to go low, he high-sided into the hay bales.

The 250 Expert bash was exactly that: a bash. Ray Huff was in great form and a favorite to win but fell, once again, while doing his thing. K & N ace Mike Myers was up from the southlands to give scrambles racing a try but couldn't adjust to the small size of the track. After two tries at getting started, Roy Winters took off and couldn't be caught.

The 500 Expert went to Mark Asbill when Huff blew up his 500 MX, a rarity in itself. Butch Davidson proved to be the better part of a Maico ride, but just barely. At one point it looked like it was riding him and not the other way.

The 650 Expert had only four riders for the Main but the members were significant. It turned into a father-and-son routine with Dennis and Duane Spence on one side and Phil and Tom Anderson on the other.

Phil was the rage in the heat with beautiful feet-up slides coming off the back corner on his BSA while in the Main he had his troubles. Dennis led off on his Triumph and promptly pushed his old man wide in the first corner, nearly placing him in the hay bales. With a "sorry about that, pop", he fled the scene and was never heard from again until the checkered dropped on his win. Phil fell and the two old men just rode. Tom is the owner of Tom's Cycle in Concord while Duane is manager of Cycle Center No. 3 in Fremont. Both are great riders and supporters of the sport and, more important, they don't take any brass away from the kids.

While the winner of the 100 Jr/Ex. Main was Larry Burton, the man listed for second as Martin Manners was in fact, Jack Hammer. It was his first scrambles ride in quite some time and he can't hide behind some strange name. In the 500 Heat race he was seen beserking it on a Carl Rodrick Maico with disasterous results.

(Results on page 28)

Forty-one-year-old Expert Ray Huff (14) holds off the troops in the 500 Expert heat but his mount soured in the Main.

Kenyon's Frame is Lighter, Anyway

By Bill Spencer

Al Kenyon will ride the Houston TT National astride a new Jack Lancaster lightweight frame with the accompaniment of his usual BSA 650.

The ultra-light frame weighs in at just under 20 lbs. and is unusually simple in both design and accoutrements. Lancaster, an engineer for Stanford Linear Accelerator complex, is a motorcycle buff and has constructed frame in the past for short track racing. Many of the indoor bikes from Northern California are Lancaster originals.

Chrome-moly tubing is used throughout with titanium bolts. A single tube cradle and very low center of gravity will most likely make this frame very useful. Double discs are employed with Airheart pieces snugly hidden from view. An air box sits atop the oil container and both are situated below the slim seat. Koni shocks at an egnineered rake keep the center of gravity parallel to the swing arm while the front end employed is that of Betor.

Testing was done by Harold Kenyon with adequate results and the big test will come on the night of the first National for 1972.

Dodge Collects Winter Brass

By N. A. Williams

WOODLAND, WASH., Jan. 16, 1972 — Out of the 185-rider turnout today, Don Dodge collected a lot of Winter Scramble wins with his Kawasakis.

Don won the 100cc Trophy Dash and A Main. He went down while trying hard for the win in the 200cc Trophy Dash but did win the 200 A Main and the 250cc Trophy Dash. He went down again in the 250cc A Main but was not injured.

The only injury of the day was to Dale Spencer (Kaw). Dale went down in the 100cc practice laps and was taken to the hospital with a shoulder injury.

Gary Kapus (Yam) went down in his 250cc heat race but finished second to make the B Main. He won the B and moved into the A to take the win there also. Gary was dumped in the 360cc Trophy Dash and didn't finish but came back to win the A Main.

Bill Ehrens (Kaw) and Kapus had been fighting it out in the 360cc dash when Kapus went down. Ehrens was disqualified and the win went to Chuck Joyner (Kaw).

Due to drop outs the Open class ran only one Main. It was a good, hard riding event with Neal Hulet (Hon) and Jim Herschback (Suz) battling back and forth for the lead. Jim has been a consistent winner in this class.

(Results on page 28)

Thumpies Dominate LaGrange

By Mark Muscio

LA GRANGE, CAL., Jan. 9, 1972 — While the cold weather and overcast skies kept some spectators indoors nearly 200 riders participated in the last of the West Side Eagles' Winter Scrambles.

In the 500 Expert event, four-stroke enthusiasts were delighted to see two BSA MX'ers lead from start to finish. First place was captured by Ray Huff, whose throttle hand has been geared to these singles for years. Duane Bowling rode to a smooth second place finish, also on a BSA.

Roy Winters' Montesa led the brigade in the 250 Expert race from the start, although being pushed by Mark Muscio and Ray Huff all the way.

Maico horsepower proved hard to beat in the 500 Novice and Junior races, with Gary Winters and Jim Meservy riding the 400 Maicos to first and second in the Novice event. At the end of the 500 Junior, Paul Kildal and his rock-throwing monster could not be denied first place, after Allen Sagouspe tangled with early leader Dule Lenhart. These two riders along with the winner had enough lead over the pack to enable them to finish second and third.

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Hart Inaugurates ACP With Win Over Grant

By Randy Bailey

PHOENIX, ARIZ., Jan. 23, 1972 – Some Arizona riders are sure Tim Hart has the Midas touch. Hart came to compete in the inaugural AMA Amateur motocross at Arizona Cycle Park (ACP) today, and took home a big chunk of the gold.

Hart, along with American Motocross Team cohorts Preston Petty, Mike Cram, Warren Burrell and Dick Eierstedt were imported to add some spice to the competition. AJS teammates Doug Grant and Morris Malone also made the trip to Phoenix for a look at the new course.

The ACP course is wide, sandy and full of steep downhill sections with steeper uphill sections and plenty of jumps.

The California riders said after practice they were concerned about the downhills. The loose, sandy soil was becoming rutted, making the sections hard to negotiate.

But, if they were concerned it didn't slow them down much. In the 250 Expert contest it was all Hart. The Maico rider blasted into the lead of the first moto and began turning the fastest lap times of the day – 1:46.0.

Following Hart to the finish were Grant (AJS) and Eierstedt (Mai).

It was a replay of the first moto when Hart pulled a lead in the second moto. Hart powered to a seven second lead over Eierstedt on the second lap. The positions remained unchanged to the finish.

Grant pulled a sneaky on Hart in the third moto when he passed the Maico rider on the fifth lap. Hart pressured Grant until he regained the lead on the following lap. Grant made a desperate attempt to out-leap Hart at the jump near the finish, but he could not make up the distance and Hart took the win.

Overall positions in the class were: Hart, first; Grant, second; and Eierstedt, third.

It was Hart, again, on a Maico ahead of the Open Expert first moto. He easily outdistanced the pack to take a win with Brian Ross (AJS) in second followed by Byron Boaz (Mai).

In the second moto, Hart was in front with a battle between Boaz and Cram (Mai) for third position. Boaz gave way to Cram on the fifth lap.

Cram made up the five seconds separating him from Ross and claimed second at the finish dropping Ross to third.

The final moto found Hart with an easy win. Overall it was Hart, first; Cram, second and Ross, third.

Gary Hickerson (Puc), Jesse Owens (Car) and Mike Moser (Hon) diced their way through the 125 Expert motos.

In the first moto, Hickerson grabbed the lead and held it for a win.

Owens jumped ahead in the second moto, spilled, and gave Moser the checker. Then Owens came back in the final moto to beat Moser by 21 seconds to the finish.

(Results on page 28)

PALACE SOLID WITH SHORT TRACKS

Each Friday night during the month of February will see the strong cycle action on the Cow Palace arean 1/10-mile oval under the promotion of Bob Barkhimer Associates and John Soares. The sanctioning AMA will provide over 100 Expert, Junior and Novice riders on 250cc machines for the four-race series.

In a recent announcement by the promotion, it was revealed that the women riders will return to Cow Palace action for the full four programs. The ladies had their first experience at indoor oval track racing on January 1. The added attraction was so well received by the spectators and girls alike, that a women's indoor championship has been scheduled for the four races with the January 1st event included as part of the series.

Tim Hart wows the marks at the ACP opener.

Hot Flash! Steve Hernandez Beats Everybody at Madison

New York, Jan. 24, 1972-Steve Hernandez, an 18-year-old Northern Californian, yanked out a surprise victory tonight at the second Madison Square Gardens Indoor Short Track. Now the Yamaha Silver Cup belongs to Ossa. No one touched Hernandez during the 20-lap Main. In fact, no one touched Hernandez all weekend as he wrapped up a victory the night before at the plush Spectrum in Philadelphia. Since then, he has lead every lap of every race he contested. Riding a machine with a special frame built by Dick Mann, the youth also won the Trophy Dash and was preseted the trophy by fellow enthusiast Joe Frasier. By the time the last flag fell, Hernandez had pocketed $5,000 of the $15,000 purse. Last years winner Al Kenyon fell in his semi. This year's crowd was somewhat less than expected, due to the poor publicity of the event.

This year's crowd was somewhat less than expected due to the lack of publicity. In 1971 the Garden was sold out but this year it was about three-fourths full. To find out what happened to all the big-name shoes and other notables, watch Cycle News next week for complete details and snappy photographs. Steve Hernandez?

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SPECTRUM

Steve Hernandez	Oss
Robert E. Lee	Oss
Gary Bailey	Bul
Chuck Palmgren	Yam
Al Kenyon	Bul
Greg Hodges	Suz

BEGINNER TURNS FASTEST LAP AT BAY MARE

By Art Cox

MOORPARK, CAL., Jan. 23, 1972 – An all-Junior day of motocross produced the largest gathering of competitors that Bay Mare Race Track has seen in several months.

Riding for 50% trophies, the classes were divided by racing experience. Division one consisted of those with under five races total experience, and Division two grouped the more proficient riders. All classes were run for three motos.

The 100cc Division one riders came in all shapes and sizes. There were "wee" tots and "biggies" running together. Dan Grant, on a Yamaha, left everyone behind in his first and third moto to take first overall. Tony Porto (Hod) grabbed second trophy, with a third going to Yamaha youngster Scott Moreland.

Riding in the 100cc Division two class, the top three winners were Jim Gaffa (Hod), Reg English (Hod) and Morgan Malocco (Yam).

The 125cc Division one, section A riders, all saw nothing but the back of Brian McQuade's helmet for two motos, but McQuade tangled with another rider coming into the finish line straightaway. Both he and the other rider went through the picket fence with nothing hurt but pride. Winning first overall was Charlie Angle (Yam). Jeff Black and Don Carlson also on Yamahas won second and third.

Section B of the 125cc Division one rider produced a tie for first between Janene Pennington (Bul) and DKW-mounted Steve Sparks. Kent Rollins (A-E) and Scott Farris (Puc) took second and third.

The 125 Division one, Section B class was won by Dennis Haile riding a Woodland Hills Sportcycle Bultaco. Second honors went to Steve Ranson (Puc). Another Bultaco rider, Kevin Tucker grabbed third. A great rider with less than five races experience, Jon Smith (Mai), took home the large number one overall trophy in the 250cc Division one class. The seasoned Division two group produced the best and most consistent Novice competitor seen at Bay Mare recently. Jim Hale on an extremely fast Bultaco, riding for Woodland Hills Sportcycle took three wins for a runaway first place overall. Second spot brass went to Scott Hartley (CZ) with 2, 4, 5. Byron Hendricks (CZ) took home a third overall.

Hang on to your hats for this one! With less than five races experience, Husqvarna jockey Gary Lunsford, competing against other beginners in the Open class turned in faster lap times than the more proficient Open Junior class riders. Lunsford, showing good style and smoothness won his class easily with a 1, 1, 1. Here's a rider that bears watching!

Bill Kelly finally removed the training wheels from his super fast Husky and poured it on while staying on the saddle to take first overall with three fine rides. Kelly finished 1, 2, 1 in the open Junior class for experienced motocrossers. Kelly is a member of the "Sportsman Committee" that has been established to represent all riders competing at Bay Mare.

Next weekend there will be another "All Junior Day" (beginners and seasoned Novices) at Bay Mare with 50% trophies going to all classes.

(Results on page 28)

3 SLAM DUNES JUNIOR BASH

By John Grout
Photo by Racing Photos

VALENCIA, CAL., Jan. 23, 1972 – More than 300 Juniors, Powder-Puffs and Old-Timers met on the Shadow Glen battlefield at Indian Dunes Park for today's duel in a hazy sunlight. Of that number, only three riders, all of whom were in divisions for beginners, were able to motocross grand-slams.

The three racers with three-for-three wins were Guy Jaegers (Yam), Doug Wheeler (AJS) in the 250cc class, and Paul Linleaf, who trouned the Open Beginners.

A swarm of 500 Juniors tear up Shadow Glen.

Jaegers, who was doing his racing among the 125cc bunch with less than three motos experience, track-centered his roaring machine while recording lap clockings in an incredible 1:32.90 – just a few ticks removed from the best 125 Senior rounds!

Mike Marsh, while hustling his Husqvarna in the ranks of the Open Novices, accounted for a 3–1–3 tabulation in his three heats; enough to assure him the dav's overall victorv.

Jim Cunningham, who, after grabbing a 1:32 lap in winning the 250cc plus four, division "A" first moto, would have appeared to have had an easy romp in the makings, became a victim of racing circumstances in the crew's second heat, when the black flag came out with joltin' Jim again in the lead.

On the restart, Cunningham had trouble in getting his CZ to full-bore, thereby handing the overall positions to Mike Davies (Ric), Don Anderson (Hus) and Bob Baldwin (AJS).

Lynn Stokey, a Maico rider with two straight wins in the other 250cc division for the more experienced Juniors, had much the same luck as Cunningham. It wasn't his day.

A winner of the first two heats, Stokey got separated from his running gear during the final moto; giving the largest trophies to Yamaha pilot Rusty Spencer, Lorenzo O'Garley (CZ) and Bill Lankford, who was astride still another Yamaha.

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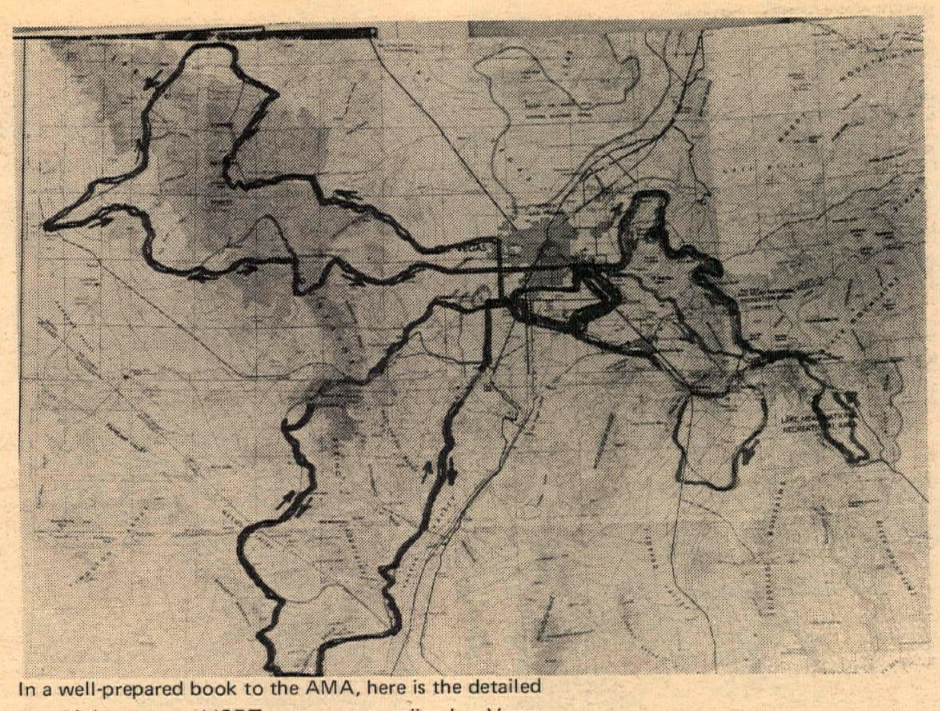
How District 37 Eyes Its 1973 ISDT Proposal

By Ron Schneiders

Ever since it was announced that the United States will have the International 6-Days Trial in 1973, the interest has been unreal. People call the newspapers wanting to know where it's going to be held and on what dates. They call District 37 and ask how they can enter. No joke. Riders that have no earned points in racing or enduro competition want to enter the ISDT! They call the AMA and ask how the selection process is proceeding. In fact anyone who has any official capacity is learning that he had better be briefed on what's happening (or more correctly, since it's still very early, what's not happening yet) with the ISDT.

There is, however, one very choice nugget of hard news for the eager fans and would-be competitors to examine in the feverish light of overheated imaginations. The District 37 Board of Directors has submitted a proposal to the AMA requesting that District 37 be allowed to host the 48th annual Six Days. This reporter was able to persuade Lynn Wineland (who was chiefly responsible for preparing the proposal) into parting with it for a few days, so you are about to find out what one section of the country now proposes for the Six Days. It is really a magnificient proposal. But before I start dissecting it, one thing must be made perfectly clear: The AMA is considering about six proposals from different parts of the country. Rumor has it that proposals have been submitted by Virginia, Tennessee, Texas, Michigan, and Oregon. There may be others. The AMA is visiting sites and shifting information and so far has given not a hint of its inclination. But if they should choose District 37's offering, this is how it looks...

District 37 is proposing to host the ISDT in District 26 which happily contains the real life Disneyland for adults known as Las Vegas. How they happened to pick this location, I'm not sure, but in any event the Board of Directors dispatched Lynn Wineland and Larry Hurley to Las Vegas to see how it would work out. They went,



In a well-prepared book to the AMA, here is the detailed map of the proposed ISDT routes surrounding Las Vegas.

they talked to a lot of people, they returned and Lynn built a book. He took every scrap of information that they had gathered together with letters of intent from joyous public officials and packaged it very attractively in a loose-leaf binder of burnished aluminum. In looking through the Proposal you become aware for the first time of what problems are actually going to face people who attempt to put this show on the road. It's not unlike an Olympics.

The first item in the Proposal is an extravagant booklet of some 40 pages describing Las Vegas in sumptuous detail. The booklet's authors analyzed traffic densities, visitor attendance, gaming revenue, visitor housing, the economic base and even broke down the retail sales for the past 10 years. The last column on almost every page deliniates percentage increase. It is always positive and always high. Breaking the rhetoric and tinsely statistics are pages of full-color photos showing what you do in Las Vegas. There is a magnificent picture of a sailboat ghosting along under a rainbow-hued spinnaker, and if you don't like sailing there's a picture of a power boat, bubbling along on deep green water, a picture of a couple snoozing on the deck of a boat and another of guys fishing and one aquaplaning and one of dozen people just floating on rubber rafts. This desert town wants you to know it's got WATER! Interspersed are pictures of people skiing, camping, barbequeing, dude ranching and playing tennis. There are pictures of industry, the Air Force "Blue Angels" stunt team, the schools and one blurry, out of focus, black-and-white picture of people gambling in a casino (where cameras are verboten .)

What has that to do with the ISDT? Well, wherever the ISDT is held, there will be several tens of thousands of people descending for a period of two weeks. They will need housing, food, recreation and they will spend about $1,000,000. The Chamber of Commerce wants the promoters to know that they will have plenty of nice things to spend all that money on. Probably the most important fact in the booklet is that there are some 25,000 rooms available in the city. This takes care of one of the major headaches of promotion: How to house 15,000 people near the boondocks where an off road event like the ISDT must take place.

Following the Chamber of Commerce booklet is an effluent letter of intent from the Mayor of Las Vegas promising the full cooperation of everyone and a letter from the Director of the Las Vegas Convention Center promising enthusiastic interest and suggesting that the Six Days be held November 5-10! The reasoning behind this is that the weather is generally excellent during that week. Of course, fine weather is not really considered an asset to the Six Days competition or it would be held on the Riviera. A promise of rain or snow would be more in keeping. In case you were wondering, the convention center would be needed for organization, press facilities, closing ceremonies, and such. It is also proposed that a motorcycle Trade Show could be held concurrently as an added drawing card for enthusiasts.

Following that was a letter from the President of the Chamber of Commerce who was very enthusiastic, reminding the AMA that the Las Vegas airport is an international Port of Entry, which is very important since many of the visitors would be coming from overseas. There was also a letter from the News Bureau promising that they would cover the event. That's nice.

Las Vegas is first and foremost a pageant-oriented city and many of the small details that might slow down another city could be taken in stride by Las Vegas. They have bands that can play all the National Anthems live, obviating the need for canned music which might be offensive to the visitor. They have a brand new stadium which could be used as a pit area and Start/Finish line. They would close off streets as necessary and give police escorts when necessary. Someone even commented, "...the general leniency regarding speed limits is a positive factor toward the smooth running of a motorsports event." This is a good thing. One shudders to think of the international implications of arresting the Czech team for violation of speed laws when they're only six bonus points behind the West Germans. Wars have begun over less. One of the more garish suggestions was that the Air Force Thunderbirds would fly overhead during the playing of the national anthem trailing red, white, and blue smoke.

Somewhere about the middle of the book one gets to the interesting part: the proposed course. To get a proposed course the length necessary for the ISDT (at least 700 miles) in a very short space of time, the services of someone who really knew the area were needed. Max Switzer was Man on the Spot. Max, who's raced everything there is to race in California, who's a perennial competitor in the Baja bashes, who's ridden the European 6-days, lives in Nevada. He sat down with a handful of maps and just calmly laid out the courses from his own experience. He's ridden all over the area.

What resulted were three large loops, each about 200 miles, making a shamrock around Las Vegas. The loops stretch into three states and encompass every possible variety of terrain that can be found in a semi-arid land.

Quoting from the proposal, "...these seem optimum to provide the greatest variety of terrain. Each course indicated encompasses 180 to 200 miles using combination of prime highway, secondary roads, dirt roads, trails, sandwashes, virgin ground, dry lakes, streams, fire and powerline roads and unused rail tracks.

"A great variety of scenery is unfolded to the rider as he traverses parts of three states — Nevada, Arizona and California — with light snow, arid desert, red rock formations, Lake Meade and Hoover Dam among his involvements." I have personally ridden in the area of one of the loops (on the Boonie Bounders Enduro last year) and there is some quite neat territory, including some muddy bogs that are unreal. They can stop a motorcycle like a windshield stops a bug. But the contestants have more chance of riding through lemon merengue pie than through snow at that time of year. In fact if it is held in the traditional month, September, the international riders might just decide that layout chief's name was Dante rather than Switzer. Easing much of the problem of course layout is the fact that almost all the land that is to be ridden belongs to the public, either the BLM or the National Forest.

Following several good maps of the courses proposed, are some documents of importance to the competitors. A meteorological synopsis of the weather of Las Vegas is one of them. Then there are folders describing hotel accommodations, food, rent-a-cars, you name it. They seem to have thought of everything, even language translation services and facilities which feature foreign-language speaking staff. One can't help but acquire the feeling that a Las Vegas ISDT would be magnificent which means that they've done a great job on the proposal. One does, however, wish they hadn't chosen to trim the lily in gold leaf. Speaking of southern California riders as manpower for the event, they are called "the greatest aggregate of ISDT experience." Personally, I would hate to bet on the outcome of an ISDT-type contest between Southern California and the Amherst Meadowlarks.

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RAPP SPARKLES - SMITH INJURED

By Buzz Baty

WILMINGTON, CAL., Jan. 21, 1972 – Tom Rapp had one of those nights that a rider, most times, can only dream about. Tom put five wins and a third – in the record book in winning two events.

But the sweet taste of victory was turned sour by the serious injury to fellow competitor Dave Smith, of Escondido, Calif.

As usual, when a real bummer like this happens, it's almost impossible to get "eyeball" reports to agree, but I believe this is what occurred. It was the last lap of the last 500 Expert moto, Dave was running hard in third place, John DeSoto leading. Dave set-up to pass the second place rider at the right turn jump on the back section of the course when he highsided, the big Maico did an endo, laing on Dave's upper body. It is thought that the rear fender caught Dave in the throat, cutting him severely, and causing major injuries to his head, neck, chest and shoulders.

The guys in the ambulance had their hands full with Dave, bleeding heavily from his neck wounds, in much pain, and he didn't want to be moved. But the ambulance guys did a great job in getting Dave to Harbor General Hospital in Torrance.

(Ed. Note: As of 11 pm Sunday, the report from the hospital is that Dave Smith is showing steady improvement and is expected to recover.)

It was unfortunate that a bad scene like Dave's accident took the gloss off of the superb performance turned in by Tom Rapp.

Tom won all three of his 125 Expert motos, heading his Bultaco without a hint of a wrong number. The only time he wasn't in front all night was during a short period in the second moto when he had to get by Dave Rodgers. Tom drove by Dave right in front of the scorers booth and grandstands, to the delight of a large crowd.

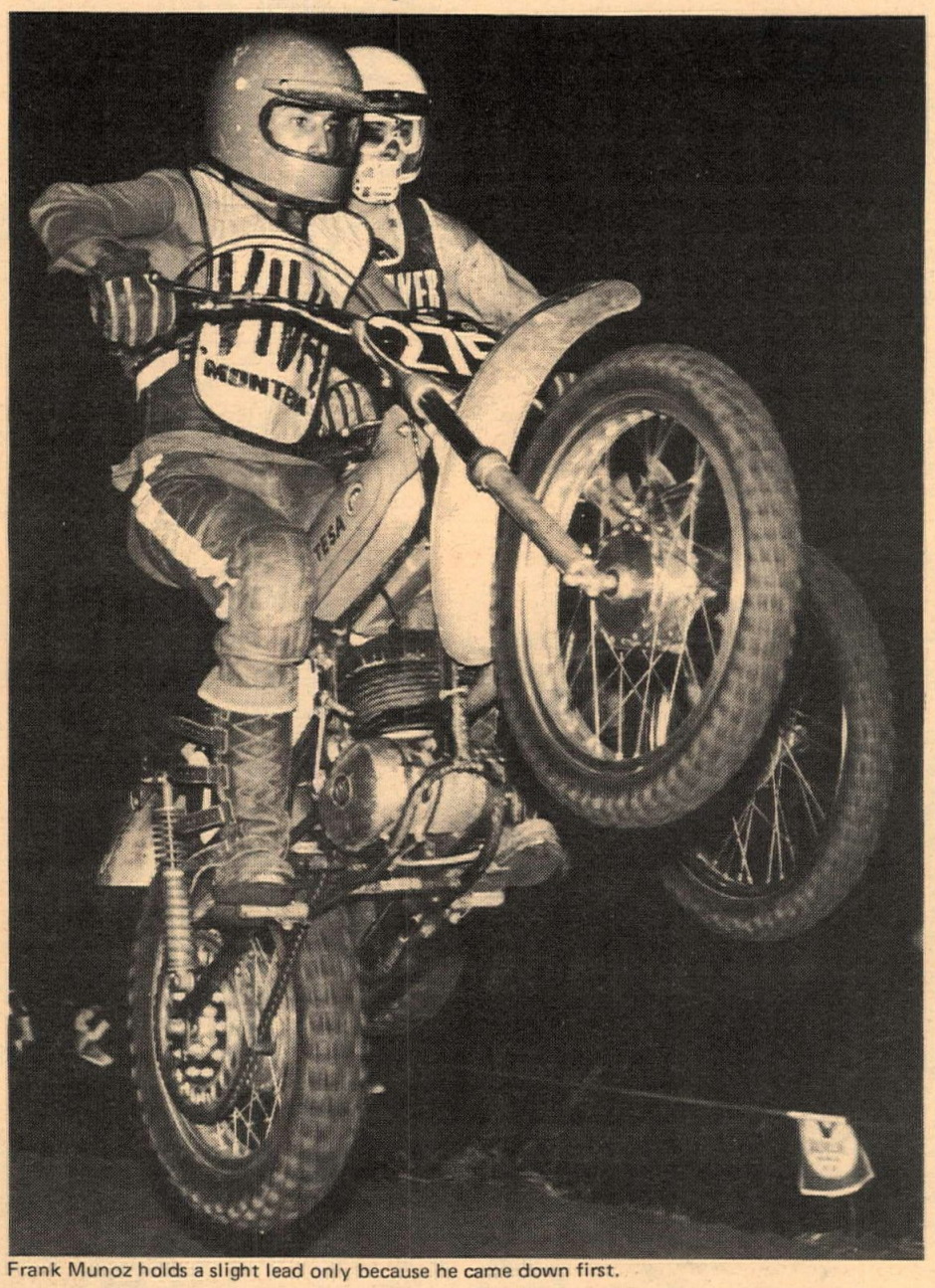
At the start of the last 250 Expert moto, Tom was sitting on the line with three 125 wins, two 250 wins, and a mighty tired bod. As he said later, he "cooled it in third spot all the way" for the overall win.

The "Aloha Kid" started his night with one of those highside whoop-dee-doos, got going again in last place so tried having some fun, and dropped it again at the starting line turn while he was in a fullpower slide. All of this in just the first lap, so Mr. DeSoto put on a show for the folks by doing his full cross-up jumps and giant wheelies.

Bob Hershey of Woodland Hills, Calif., pushed his CZ in for the win. Even though DeSoto won the next two motos, Bob stayed tough to pick up first overall. DeSoto was in for second money with CZ-mounted Jim Cooke pocketing the show dough.

(Results on page 28)

Tom Rapp (1E) led the 250 Experts out of the hole.



Frank Munoz holds a slight lead only because he came down first.

RAWHIDE PARK

By Buzz Baty

ELSINORE, CAL., Jan. 23, 1972 – The CMC Motocross inaugural event at this new location can only be considered a resounding triumph (despite the fog).

More than 400 entries showed up and rode in 54 motos. All of the comments for the most part were comments of praise for the new track.

John DeSoto had the highest praise even if he did forget to turn on his gas in the last 500 moto. Gary Harris had pushed DeSoto in the first two motos chasing John's Suzuki with his Husky for a pair of seconds to DeSoto's wins. But when DeSoto forgot the gas, Gary picked up a win and put a lock on first overall.

The new course is all natural terrain, some steep climbs, a ridge run, and the course crosses eight streams, not mud spots, but natural running water streams; clean water with sandy pebble bottoms, number plates stayed clean all day.

It was obvious that many of the troops have a great deal to learn about waterproofing, with flameouts being the rule rather than the exception.

The course, 1-1/3 miles long, could be a bit too long, and may have to be shortened. Some of the lap times for a course that long doesn't jell with 54 motos.

More than 1000 spectators (paid) were augmented by many who didn't pay. Sneaking in was really an easy task as that low fog was present all day.

Jerry Van Dellon picked up another 500 Jr. victory today; that makes three Van Dellon victories in eight days of CMC racing.

Now that a race has been run on both courses, Carlsbad and Rawhide, it looks as if the anniversary motocross series can only be a total success.

The next event in the series is scheduled for Feb. 15 at Carlsbad.

(Results on page 28)

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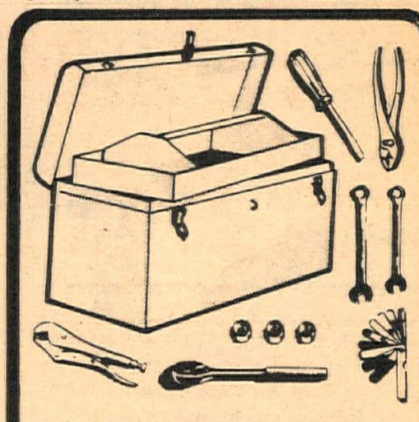

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SMOG-FREE SMOKEBOMI

By Alice Rhea

LUCERNE VALLEY, CAL., Jan. 23, 1972 – OCMC used a unique smog-free 'smoke bomb' to start today's 100 mile Hare Scrambles. The device consisted of a dozen or so foot-wide strips of bright orange (natch) dacron cloth stretched between two upright poles. The 'bomb' remained visable and upright in spite of the strong winds that blew all weekend. I propose a gold star for the OCMC member who thought it up and two gold stars for the person who had the foresight to run those same strips of orange cloth down the guy wires. That last item was so effective that not even the Novices ran over the guy wires!

The Number One plate made its first appearance this season attached to J.N. Roberts' Husky. As we have all seen J.N. ride 50 miles in less than an hour, pit crews started wondering what had happened as 11:00 rolled around and no riders had appeared over the hill. But the course was a real challenge, taking J.N. an hour and twenty-five minutes to make the first loop. A few minutes behind J.N., Larry Bergquist, Jerome Ruzuka and Steve Ellsworth, in that order, came charging through the pits. Experts and Amateurs poured through by the hundreds, followed by droves of Novices bent on destruction. There was a road crossing at this point and I am happy to report that it was well marked and OCMC stationed a vigorous flag-waver there. Seems nobody believes danger markings and it takes a red flag to let them know there is a bad get-off coming up.

It took J.N. Roberts a full three hours to complete both loops of this bike-eater, and small wonder it took so long with BOTH of his tires flat! J.N. was really entusiastic about the course. "It has a real rough one," he said, grinning. And, "No, I think it was an honest 49 or 50 miles; it took so long because it was so rough."

J.N. also expressed his delight with the new 'smoke bomb'. "You could see it all day Saturday. It saved a lot of wandering around searching for a pile of tires."

Two minutes behind J.N., Larry Bergquist charged down the finish chute to take second overall and first 250, followed by second 500 Expert, Bruce Dunford who thought the course was, "Um, all right." Art Knapp rode his Tracy-tuned Husky to fourth overall and admitted he was tired, "But it was a real rider's course."

George Walker (Kaw) looked a little beat when he crossed the finish line fifth overall. "It was a long ride," he said. In contrast to George was Tom Muto (Hus) sixth overall who said the course was too short, but I suspect Tom was teasing me. Seventh overall, Dusty Coppage (Yam) said he really dug the course. "The rougher they are," sayd Dusty, "The better I like them." Dusty was followed by Mike Patrick, "The Desert Fox" (Yam) who managed to finish eighth even though he had run out of gas.

Steve Ellsworth (Bul) was running fourth through the pits, but it seems he got lost and when he found the course again five riders had swooped by him, putting him ninth overall and second 250 Expert. I've heard Suzuki will run quite a way without any oil getting to the crank and Morris Norman proved it today by bashing his oil injection against rocks until it broke open. Morris finished 10th overall in spite of his lack of oil and a footpeg that was bent beyond recognition. "It was a bitchin' course," Morris said.

First Amateur was A.C. Bakken (Hus) followed by another lightweight, No. 3x and second Amateur Curtis Willis (BSA).

Understatement Expert, Bill Friant (Puc) was first division two lightweight (or 175) Expert. Bill admitted the course was, "A little rocky."

First Dinosaur (650 Tri), third Amateur and 15th overall was Jerry Staniford. Jerry was part of the crew that put up the powerlines in this area and it looks like knowing all the rocks by their first names came in handy today. Right behind Jerry S. was the fourth Amateur, Jerry Skipper (Hus), followed by the second 175 Expert Al Wurtzel (Puc).

Twenty minutes behind J.N., Cordis Brooks (Hod) crossed the finish line. Cordis rode the whole second loop with a flat front tire and still had enough

J.N. like the race's roughness.

EVEL'S FLIGHT SCHEDULE

Evel Knievel and his flying Harley-Davidson XR-750 will make jumps in three different states during the coming months. The following schedules are confirmed:

Feb. 11-13, Chicago International Amphitheatre, Chicago, Illinois; Mar. 24-26, Michigan State Fairgrounds, Detroit, Michigan; June 11, South-Eastern Fairground, Atlanta, Georgia.

Knievel also confirms Labor Day weekend as the date for the flight of the X-2 Skycycle over the Snake River Canyon at Twin Falls, Idaho.

DE SOTO MOTO

John "The Flying Hawaiian" DeSoto, considered by many to be the finest motocross racer in the United States, will be conducting a special moto school Feb. 5, on the Shadow Glen obstacle course at Indian Dunes Park in Valencia, Calif.

The motorcycle school, scheduled from 10 a.m. till 3 p.m., will cover all phases of the rapidly-growing, bound and bounce sport to enable off-road riders an opportunity to better understand their machinery and their own particular abilities. Phone 805/259-8000 for more details.

INTRODUCED BY OCMC

Steve Ellsworth was second 250 on his Bul.

energy to laugh as I peered into his goggles trying to see who he was under all that dust! Could be that he was a little pleased at being first Trailbike?

First 175 Amateur was Glen Poolenbaugh. Asked how he liked the course, Glen grinned and said "When you do good, you gotta say you liked it." Glen was another rider who made the second loop on a flat front tire.

Second and third Trail Experts were Pat Dailey (Ric) and Bruce Ogleby (H-D).

At 1:30 OCMC closed the course and the finish area rapidly filled up with gasping Novices. It became harder and harder to tell who was where, but here's how we counted — and please, fellas, wait until you get the results from the club before you start dusting off a place to put your trophy, O.K.?

First girl, and I'm pretty sure of this one, was Sharon Rosenauer (Ric). She looked pretty tired after her four-hour ride.

The rest of these are a big MAYBE:

First Novice was Art Porter (Suz), or maybe it was the Novice on the green Kawasaki who fell down both times at the home check and nobody got his name or number...never fear, it will be on the results in a couple of weeks when OCMC unscrambles the tank cards and tallies all the field checks.

First 250 Novice was Dave Peterson (Bul). I'm pretty sure about Dave's position, too, as he swooped right in there last week, too. Dave was followed by 250 Novice Brent Johnson, (Bul).

I'm sure there must have been a couple of 175 Novices in that mess somewhere, but if so I missed them — sorry fellas.

At 2:25 p.m., three hours and fifty-five minutes after the Novice start, first and second Trail Novices trudged across the finish line. Phil Harvey (Ric) and Mark Widrick (DKW). Mark spelled his name for me about seven times, but I'm still not sure I heard him right over the roar of all the bikes in the finish area.

There was a massive, prolonged, heart-rendering snivel about the rocks and almost everyone had at least one flat tire, but the riders who finished really dug the course. There were several complaints from riders who tried to sign up at 5:30 Saturday afternoon and thought OCMC was a little too anxious to close up and get to their food...but all in all it was a super-good race. I strongly suspect there are a lot of Novices, making this their first race and thinking they are all this rough, who will go back to trail riding.

Thanks for a fun weekend OCMC and I repeat — sheer genius was at work designing your smog-free 'smoke-bomb'.

RESULTS

EXPERTS		
J.N. Roberts		Hus
Larry Bergquist	1st 250	Bul
Bruce Dunford		—
Art Kanpp		Hus
George Walker		Kaw
Tom Muto		Hus
Dusty Coppage		Yam
Mike Patrick		Yam
Steve Ellsworth	2nd 250	Bul
Morris Norman		Suz
AMATEUR		
A.C. Bakken		Hus
Curtis Willis		BSA
Jerry Staniford		Tri
Jerry Skipper		Hus
1st GIRL		
Sharon Wilson Rosenauer		Ric
NOVICES		
Art Porter		Suz
Dave Peters		Bul
Brent Johnson	2nd 250 N	Bul
Phil Harvey		Ric
Mark Widrick		DKW
EXPERTS		
Bill Friant	1st 175	Puc
Al Wurtzel	2nd 175	Puc
TRAIL EXPERT		
Cordis Brooks		Hod
Pat Dailey		Ric
Bruce Ogleby		H-D

Second overall was 250 Expert Larry Bergquist.

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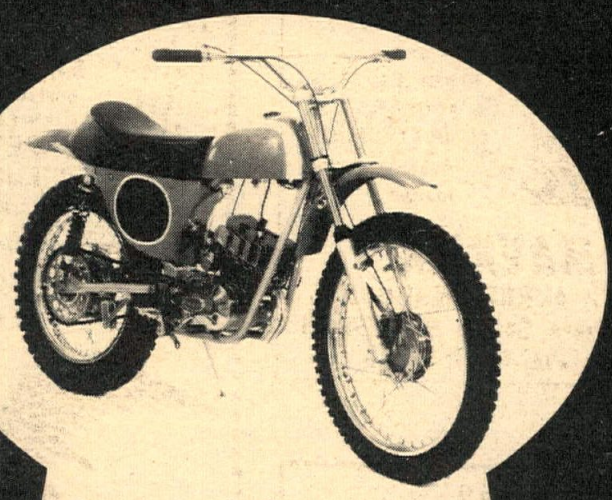

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YAMAHA 125

The Yamaha AT-2 is as fine a playbike as has ever been built. With heaps of low-end torque, a snappy gearbox, and snappier handling, this new-improved 125 will go a long way to keep its owner in a joyous mood.

The heart of the AT-2 is Yamaha's much-touted — and justifiably so — new seven-port reed-valve-inducted two-stroke. With the reed valve, Yamaha has gone farther than any other manufacturer in the world in improving the two-stroke towards its hypothetical potential. Also, the reed isn't nothing particularly new but the mass marketing of it is.

The reed is nothing more than two thin stainless-steel flaps between the carburetor and the cylinder, arranged in a one-way-door configuration. The tension of the flaps meter the charge inducted by the vacuum more accurately than with plain induction methods. Further, when the intake (or downwards) stroke is completed, the flaps are forced closed by the compression stroke, preventing any of the charge to back out.

Additional ports are merely refinements which serve to increase lubrication of the crank by improving breathing in that area. Overall result: Better gas mileage, less oil consumption, more low- and mid-range torque, cooler running, and longer engine life. Imagine, all that with no bad side effects.

Another outstanding feature on the AT-2, and only the AT-2, is the electric starter. This thing is a babe. If you happen to stall, an unlikely occurence, just pull in the clutch, give the button a touch, and things are back to normal before you had a chance to even put a foot down.

Sit on it and you realize it's a small, unbusinesslike machine, and it's kinda cute. Slip the either-way key in the ignition relay, conveniently located between the speedo and tach. Gas on, check. Reach down and pull out the plunger to richen the mixture. Remember you don't have to start it in neutral, which is a good thing because you can't find neutral. You're going to find Judge Crater before you find neutral on this bike. So pull in the clutch, look down at the kickstarter, look over your shoulder to make sure no one is watching, and hit the starter button. Fires up first time, every time. Now grin.

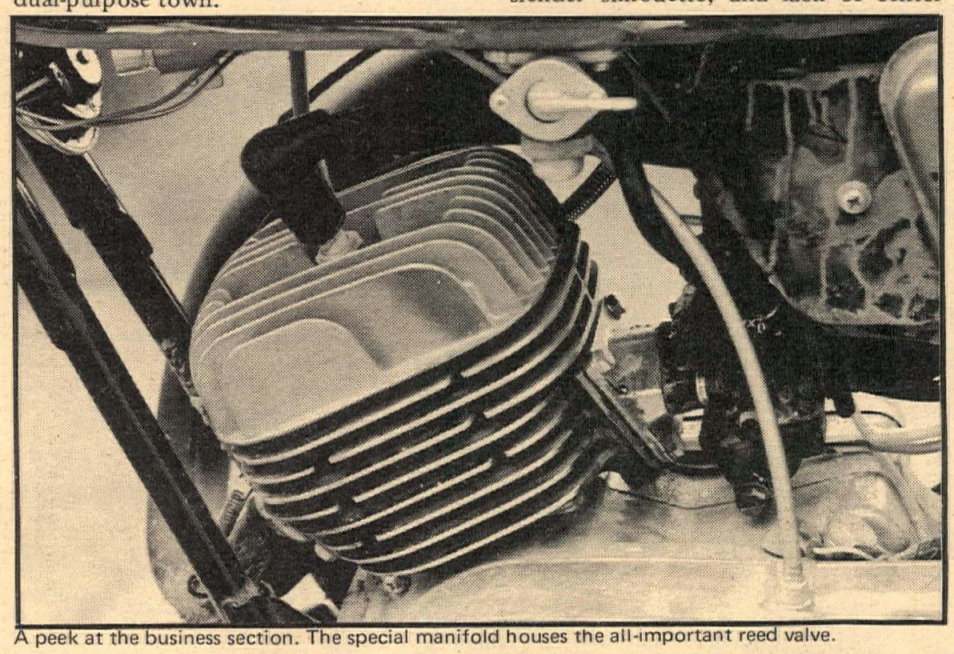
Stomp down on the gearshift lever several times until you are convinced it is in low — it's easy enough to tell with the stop at each end of the tranny — let go of the clutch. With the low gearing and aforementioned power characteristics it is not going to die. In low gear this 125 will just plug along smoothly at a walking pace, making it jolly fun for psuedo-trials.

Yamaha, although kind enough to supply us with the machine, stopped short of supplying us with a license so we could legally use the byways. We cleverly circumvented their oversight by hauling the thing down to Ensenada where such matters are of little import. What's more, the shortest distance between Hussong's bar and the starting line of the Mexican 1000, which we were covering at the time, included the riverbed that dissects the town, providing us with a impromptu motocross course on which to test the machine. A dual-purpose bike in a dual-purpose town.

For the street, the gearing is short-winded. It is fun but not too practical. You can *wap-wap-wap* through the first three gears and never worry about getting any speeding tickets, home or elsewhere. Dumping the clutch off the line will provide a neat wheelie and will get you across the intersection first but you will run out of revs and gears soon.

While on the outskirts of Ensenada we chased an Ossa-mounted friend who was cruising past 70. We watched the speedo needle waggle between 65 and 75, computed we must be going 70, and watched our friend pull away. After confirming we were in fifth gear, we glanced at the tach to find the little motor buzzing away at 9500 rpm. The red-line is supposed to be 8000. But the mill never protested a bit and seemed capable of sustaining the pace for an extended period. But the factory doesn't recommend it so neither do we.

Around-town handling is great. It is light and agile, and can be threaded through traffic and pedestrians with precision. It goes around corners like it's tethered to a light pole. The high pipe, slender silhouette, and lack of center



A peek at the business section. The special manifold houses the all-important reed valve.

While we motorcrossed the AT-2, our tester was able to blow off losts of 250 racers. It's got the guts.

stand means the first thing that will ground when cornering will be the inside handlebar. The brakes are more than adequate for street use.

All-in-all, if the bike will see a good deal of city commuting the owner best tooth up a bit on the countershaft sprocket. As long as you don't try to road race, it is, as them young fellers say, a good trip.

Touring through the tullies is a stone gas. Japanese handling is always improving and the AT-2 is as fine as they come, considering the overall small size and the 18-inch wheels on both ends. The only fault here was in the shocks and forks and they aren't really a fault unless you feel the Yamaha was built for those in a hurry. While bopping along at sightseeing speeds the bike is absolutely predictable. The quiet mill just pops along merrily and responds like a Boy Scout to the rider's constant adjustments and commands. But when you quicken the pace considerably the suspension components start bottoming as if they were filled with water instead of oil. The remedy is to (a) see your dealer about stronger springs and heavier oil for the forks and (b) throw the shocks in the laundry basket and replace them with your favorite non-Japanese brand.

There is always the right gear, thanks to the abundance of bottom end torque as a result of the afore-mentioned reed doo-dad. Shifting is fun. All it takes is a nudge to snickety-snick the tranny from one cog to the next, up or down. Although you can't find the proper neutral between first and second, we occasionally found one between third and fourth if exceptionally light pressure was used. This problem seemed to go away as we put miles on it however. (We got the bike with the odometer on zero, by the way.) The clutch is silk. When negotiating steep hills and light poles, a bit of feathering kept the revs up allowing the AT-2 to conquer virtually anything that offered traction.

Here's the tools that come with it.

SPECIFI

PERFORMANCE

Max. speed range	65 mph plus
Climbing ability	30 degrees
Min. turning radius	74.8 in.
Min. braking distance	49 ft. @ 31 mph

ENGINE

Type	2 stroke, 7 port, Torque Induction, Single
Displacement	123cc (7.51 cu.in.)
Bore & Stroke	56x50mm (2.205x1.969 in.)
Compression ratio	7.1:1
Max. horsepower	13 bhp @ 7,000 rpm
Max. torque	10.0 ft-lb @ 6,000 rpm
Lubrication system	Autolube
Starting system	Electric & Primary kick starter

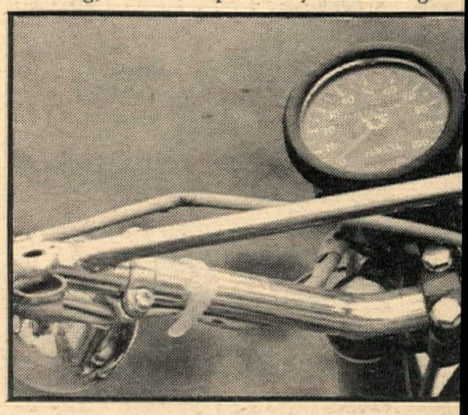
The styling on the AT-2 make it one of the best-looking bikes on the market. Everybody is putting competition stripes everywhere these days but the gas tank is painted a lovely orange with YAMAHA in white on the side. You can read it a mile away. The gray fenders set the thing of contrast well with the rest of the machine making the whole package a real orb-soother. Nice work, Yamaha.

While the bike suffered absolutely no mechanical failures for the duration of the test (in fact, it ran stronger as we broke it in although we never changed the plug, which proves the feasibility of the automatic oiling system) the general lack of quality control was disappointing. The paint welding, and all-around finish was first cabin but scads of minor flaws in final preparation appeared.

First of all, the speedometer cable came loose from the lock, right off the bat. We screwed it back in place and shortly thereafter the tachometer cable did the same thing, only this time the threaded cap fell off. We let the thing dangle for the remainder of the test.

The screws that hold the heat shield on to the exhaust pipe always kept coming loose; this has been a problem on many Yamahas we have seen. We only lost one out of four because we kept a screwdriver to them every chance we got.

The clutch cable came to us with a kink in it which made clutch action a bit stiffer than should have been. We were surprised the cable never broke after the heavy use we gave it. By the time we were done with it all the slack had been taken up at the hand control adjustment and the clutch was starting to drag, so it was probably about to go.



Three bummers; the kinked cable, the soft shock

STROH 37
Desert Light Eight

1972	Name	Pts.	Class
1.	Larry Pfutzenreuter	3415	Ex
2.	Wes Anderson Jr.	2500	Ex
3.	Gary Griffin	2405	Ex
4.	Jerome Ruzicka	2390	Ex
5.	Jim Brown	1995	Ex
6.	Gordon Schmid	1970	Ex
7.	Jeff Wright	1960	Ex
8.	Steve Ellsworth	1936	Ex
9.	Ken Buckspan	1875	Ex
10.	Charlie VanDeVoorde	1820	Ex
11.	Lloyd Joines	1696	Ex
12.	Hoyt Statham	1640	Ex
13.	George Zuber	1588	Ex
14.	Ray Alexander	1569	Ex
15.	Jerry Kindsvogel	1500	Ex
16.	Tim Okamoto	1447	Ex
17.	Tom Poteet	1435	Ex
18.	Kelly P. Sullivan	1385	Ex
19.	Dennis L. Tooman	1353	Ex
20.	Jon B. Hornback	1325	Ex
21.	Thomas Dillon	1321	Ex
22.	Brent Wallingsford	1303	Ex
23.	Jeffrey O. Marsh	1302	Ex
24.	Dick Breker	1248	Ex
25.	Wayne R. Cook	1235	Ex
26.	Rick Shirey	1212	Ex
27.	Bill Friant	1190	Ex
28.	Robert W. Dotson	1185	Ex
29.	Gary Niederhuth	1170	Ex
30.	Bob McLaughlin	1141	Ex
31.	Bruce Kupe	1124	Ex
32.	W. L. Turner	1122	Ex
33.	Larry Haley	1092	Ex
34.	John Coots	1060	Ex
35.	Steve Bridge	1031	Ex
36.	Craig Lukens	1026	Ex
37.	Larry Bergquist	1020	Ex
38.	Eric Jensen	1005	Ex
39.	Dean Dailey	1003	Am
40.	Michael Brooks	984	Ex
41.	Mike Patrick	960	Ex
42.	Allen Lund	945	Ex
43.	Richard R. Rego	945	Am
44.	Max Wade	909	Ex
45.	Paul Shaw	908	Am
46.	Don Gaide	899	Ex
47.	Skeeter Wade	891	Am
48.	Tom Widick	877	Am
49.	Eddie Whiteside	875	Am
50.	Tommy Brooks Jr.	870	Ex
51.	Darryl Ellis	865	Ex
52.	Jeff R. Jeffries	849	Am
53.	Larry Lariviere	848	Am
54.	Dave Lewis	842	Ex
55.	James Wheater	839	Am
56.	Chuck Nelson	826	Ex
57.	Darryl S. Scalla	825	Am
58.	Darell Brassfield	811	Am
59.	Brian Klock	810	Ex
60.	James Hall	790	Ex
61.	Jon Nicholson	788	Ex
62.	Gerald Roberts	758	Am
63.	Gary Westergaard	733	Ex
64.	William Saltzman	715	Ex
65.	Ken Rice	711	Am
66.	Floyd Burk Jr.	698	Am
67.	Denny Bergquist	697	Am
68.	Jim Redman	694	Am
69.	John McManus	680	Am
70.	Gary Preston	680	Ex
71.	Ross Massey	678	Am
72.	Glenn Thomas	674	Ex
73.	Harold King	664	Ex
74.	Larry Laurent	661	Am
75.	Dale Brassfield	657	Ex
76.	Phil Bowers	650	Ex
77.	S. R. Elsner	636	Am
78.	Bill E. Lam	630	Am
79.	Mike Cummins	618	Am
80.	Joel Gillingswaters	615	Am
81.	Cordis Brooks	614	Ex
82.	Gary Dellegatte	610	Am
83.	Bob Gilbert	507	Am
84.	Alan Thomas	594	Am
85.	Duffy Hambleton	594	Ex
86.	Ray Waldbaum	590	Am
87.	Tim Ryan	585	Am
88.	Cal Sukut	584	Ex
89.	Uncle Bill Thorwaldson	575	Ex
90.	David Trib	570	Ex
91.	Norm Gaiger	566	Am
92.	Gene Weller	566	Am
93.	Bob Kendall	561	Am
94.	Bud Martin	560	Am
95.	Dick Camp	558	Ex
96.	George Eggelston	553	Am
97.	Carl Casanova	553	Am
98.	James Freeman Jr.	552	Am
99.	Allan Ralls	531	Am
100.	Craig Skrede	523	Am
101.	Gary Reichenbach	521	Am
102.	Loren Davis Jr.	517	Am
103.	Phil L. Dawson	513	Am
104.	Phil Turgasen	500	Ex
105.	Mike Pearson	497	Am
106.	Ron Sloan	496	Ex?
107.	Dick Miller	496	Ex
108.	Dick Harris	494	Am
109.	Tom Martin	492	Am
110.	Bob Hayes	488	Am
111.	Jerry Crosby	488	Am
112.	Steve Kirk	485	Ex
113.	Kenny Markham	475	Am
114.	Bill Carr	474	Am
115.	Jim Merriken	461	Ex
116.	Joe M. Von Moos	460	Am
117.	Gene Moffett	458	Am
118.	William Waters	457	Ex
119.	Alan Peppel	452	Am
120.	Don Bowers	449	Am
121.	Mike Kotrba	448	Am
122.	Steve Pack	439	Am
123.	Bill Lyman	435	Am
124.	Wayne Matlock	425	Am
125.	Glen Bolenbaugh	417	Am
126.	Troy A. Hollis	416	Am
127.	Mahlon Gove	410	Am
128.	Monte Lee	408	Am
129.	Ron Griewe	402	Ex
130.	David Peterson	402	Nov
131.	Mike Caudillo	402	Am
132.	Rick Jones	396	Am
133.	Jim Nicholson	390	Ex
134.	Ed Musselman	387	Ex
135.	Accie Spraggins	381	Am
136.	Mark Adent	371	Am
137.	Dick Myer	371	Am
138.	Frank Malis	365	Am
139.	William Pridemore	360	Am
140.	Jerry Dobson	356	Ex
141.	Norm Modesett	344	Am
142.	Peter Medina	342	Nov
143.	Walt Podolece	335	Ex
144.	Charlie Hockie	335	Ex
145.	Roger Marine	333	Am
146.	Wayne Fuller	330	Am
147.	Frank Snook	324	Nov
148.	Robert White	322	Am
149.	Ed Scheidler	320	Ex
150.	Frank Sparkman	319	Nov
151.	Mil Green	315	Ex
152.	Reynolds Boggio	313	Am
153.	Jerry Isaacson	313	Ex
154.	William Zaring	308	Am
155.	Dave Kempt	305	Am
156.	Terry A. Lee	303	Am
157.	Brent Johnson	301	Nov
158.	Robert Reynolds	300	Nov
159.	Eddie Sanches	297	Nov
160.	Lynn Fortner	290	Ex
161.	Craig Ruffi	290	Ex
162.	William Jacobsen	288	Am
163.	David Warnock	288	Ex
164.	Michael Gibson	287	Nov
165.	Carl Sommers	284	Am-
166.	Ronald Parton	278	Am
167.	John Huegel	275	Am-
168.	Dave Staff	271	Nov
169.	Ken McKenzie	261	Nov
170.	John Owens Jr.	260	Am
171.	Dale Coats	256	Am
172.	Ronald Renfore	253	Nov
173.	Skip "Martha" Bartha	253	Am
174.	Harry Glover	253	Am
175.	Gregory Henderson	252	Nov
176.	Julian Marquez	251	Nov
177.	David Kersting	250	Am
178.	Steve Rinker	245	Am
179.	Patty Clagg	243	Am
180.	James Close	241	Am
181.	Ray Bandfield	240	Am
182.	Charles Smith	236	Nov
183.	Jerry Leighton	235	Nov
184.	Bill Tarling	234	Nov
185.	Lucky Merritt	230	Am
186.	Don Wallingsford	228	Nov
187.	Greg Kaufman	225	Nov
188.	Steve Nutter	225	Nov
189.	Robert Ragsdale Jr.	223	Am-
190.	Jamie Litton	223	Nov
191.	Kevin Hasten	220	Am
192.	Alan Wurtzel	220	Ex
193.	Doug Clark	219	Nov
194.	Steve Fisk	217	Nov
195.	Dave Tonkiss	213	Am
196.	Dixie Sanders	213	Nov
197.	Bill Fleming	210	Ex
198.	Mickey Freeney	206	Ex
199.	Rick Lee	204	Nov
200.	Dennis Tomlinson	196	Nov
201.	Andrew Kirker	195	Nov
202.	Bill Larson	194	Nov
203.	Mike Sixberry	194	Nov
204.	Manford Schneider	192	Nov
205.	Eugene Cannady	190	Ex
206.	Jerry Wagner	190	Am
207.	Paul Nyland	190	Nov
208.	Paul Ashford	190	Nov
209.	Ray Mitchell	190	Nov
210.	Doug Winchell	190	Am
211.	Bruce W. Gray	188	Am-
212.	Keith Marshall	186	Am-
213.	David A. Fiala	186	Nov
214.	A. C. Fols	185	Nov
215.	L. F. Watson	181	Nov
216.	Tony McLane	180	Am-
217.	Chris Murdock	176	Am
218.	Ernie Mahoney	176	Nov
219.	Daniel Wiseman	174	Nov
220.	Wayne Marshall	172	Nov
221.	Joseph Brickner	171	Am
222.	Chuck Hoffman	171	Nov
223.	Eugene Brink	171	Nov
224.	Mike Edmonson	169	Nov
225.	John McMahon	168	Am
226.	Neil Fearing	168	Nov
227.	Steve Bergquist	165	Nov
228.	Jeff Heininger	160	Am-
229.	Chuck Shadley	160	Nov
230.	Greg Seda	155	Am-
231.	Don Reynolds	155	Am-
232.	John Coppage	155	Nov
233.	Nate Sciacqua	155	Nov
234.	Douglas Morton	155	Nov
235.	Butch Nelson	155	Nov
236.	Gene Parker	153	Nov
237.	Ron Danly	152	Nov
238.	Bob Brownell	151	Am
239.	Jim Clancy	150	Nov
240.	Jack "Ponderosa Kid" Ross	149	Ex
241.	Pat Clancy	149	Nov
242.	Thomas Jackson	146	Nov
243.	Howard Rosenauer	145	Am
244.	Paul Boles	145	Nov
245.	Mike Haus	145	Nov
246.	Ronald Surber	144	Nov
247.	Gary Davies	142	Am-
248.	Chris Walker	140	Nov
249.	Jeff Gedides	140	Nov
250.	Mary Brooks	139	Am
251.	Charles Swenson	139	Nov
252.	Don Urbanek	138	Nov
253.	James Nutter	136	Am
254.	Thomas Pyeatte	135	Nov
255.	Jack Cartwright	134	Am
256.	M. Fred Priebe	133	Am
257.	Jerry Jeffery	132	Am
258.	R. L. Willeford	132	Am-
259.	Dusty Coppage	131	Ex
260.	Ron Nelson	131	Nov
261.	William Harry	130	Ex
262.	Dave Miller	130	Ex
263.	John Zorger Jr.	130	Am
264.	Jerry Ramer	130	Nov
265.	Allen Garrett	130	Nov
266.	Dennis DeCamp	127	Nov
267.	Wally Azbill Jr.	125	Am
268.	Ian Drake	123	Am
269.	Tom Schmid	121	Ex
270.	Richard Stanfield	121	Nov
271.	Glenn Clark	121	Nov
272.	Ted Lapadakis	120	Ex
273.	Terry Clark	120	Am
274.	Jim Dawson	120	Am
275.	Roy Barnett	120	Am
276.	Wayne Garrett	120	Am
277.	Doyle Mosley	120	Am
278.	Paul Slavik	120	Nov
279.	Rock Morrison	120	Nov
280.	Kim Brandenburg	120	Nov
281.	Geroge Antill	119	Am
282.	Jim Regan	118	Am
283.	Harold Hallgath	118	Am
284.	Robert Hogan	118	Nov
285.	Dave Hall	118	Nov
286.	Robert Fiser	117	Am
287.	Robert Lewis	117	Nov
288.	Thomas Finlay	117	Nov
289.	Roy Fellows	116	Am
290.	Mike Haller	115	Am-
291.	Brian Matthews	115	Nov
292.	Ed Byers	114	Nov
293.	Glenn Saunders	114	Nov
294.	Gary Nelson	113	Nov
295.	Neal Nichols	112	Nov
296.	Bobby Ewing Jr.	111	Am
297.	Bob Steffan	110	Ex
298.	David Symonds	110	Am
299.	Frank Clausen	110	Nov
300.	Doug Darrow	108	Nov
301.	Rick Hall	106	Am
302.	Ronnie Frias	106	Nov
303.	Ed Segler	105	Ex
304.	George Stoffel	105	Nov
305.	Gary Charters	105	Nov
306.	Ray Rieger	104	Am
307.	Mike Johnson	104	Nov
308.	Jack Hurley	103	Am
309.	Dan Lozon	103	Nov
310.	Ken Sixberry	103	Nov
311.	Don K. Houser	101	Ex
312.	Keith Collier	101	Am
313.			
314.	Steve Langford	101	Nov
315.	Robert Barada	101	Nov
316.	Dave Richards	100	Am
317.	John Moseley	100	Nov
318.	Doug Slumskie	100	Am
319.	Rusty Kay	100	Nov
320.	Ronald Holst	99	Nov
321.	Jim Porcards	98	Am
322.	Thomas Meudt	98	Nov
323.	Wilfred Sato	97	Nov
324.	Bruce Carver	96	Nov
325.	Doug Mault	96	Nov
326.	Don Cariaga	95	Nov
327.	Don Sillings	95	Nov
328.	Kurt Lohmeyer	94	Am
329.	Walter Fichtner	93	Nov
330.	Bob Hand	93	Nov
331.	Dale Rhea	92	Nov
332.	Ed Wright	92	Nov
333.	Chuck Wakefield	91	Nov
334.	Ron Roberts	90	Nov
335.	Dan Coffman	89	Nov
336.	Doyle Bestler	89	Nov
337.	Randy Brown	88	Nov
338.	David Simpson	87	Nov
339.	Steven Bishop	85	Nov
340.	Paul Flanders	85	Nov
341.	George Elliott	85	Nov
342.	L. G. Hearn	85	Nov
343.	Donald Anselm	84	Am
344.	Thomas Jenkins	84	Am
345.	Jack Hawk	84	Nov
346.	Bob Griffin	83	Am
347.	Don Hughes	83	Am
348.	Milton Krause	83	Am
349.	Ed Schlup	83	Nov
350.	Richard Carrin	82	Nov
351.	Allen Gaston	82	Nov
352.	Larry Gollihen	81	Nov
353.	Dave Fleishman	81	Nov
354.	Ken Young	80	Nov
355.	Don Hildebrandt	80	Nov
356.	Fleming Watson	79	Nov
357.	Jan Lehotan	77	Nov
358.	Wally VanDerLinden	77	Nov
359.	Terry Dribin	77	Nov
360.	Mark Windsor	76	Nov
361.	Dennis Davidson	76	Nov
362.	Donnie Ross	75	Am
363.	Johnnie Adams	75	Nov
364.	Jerry Skipper	75	Am
365.	Brent Haley	75	Nov
366.	Jeff Winkel	74	Nov
367.	Frank Keepers	73	Nov
368.	Michael Johnson	72	Nov
369.	Steve Warren	71	Am
370.	Don Finley	70	Am
371.	Mitch Mayes	70	Am
372.	Richard Stumpf	70	Am
373.	Jeff Nolke	70	Am
374.	Russ Olney	70	Nov
375.	Aaron Austin	70	Nov
376.	Gary Peak	70	Nov
377.	Ray Williams	70	Nov
378.	Bruce Pittman	70	Nov
379.	John Moray	69	Nov
380.	Jeff Martin	69	Nov
381.	Clarence Brown	69	Nov
382.	Bill McQuown	69	Nov
383.	James Freeman Sr.	68	Nov
384.	Mike Lanier	68	Nov
385.	Paul Dick	66	Nov
386.	Herbert Brownell	66	Nov
387.	Wayne Bowman	66	Nov
388.	Arvie Blackstone	65	Am
389.	Mike Adams	65	Nov
390.	Brian Austin	65	Nov
391.	Manuel Dauber	65	Nov
392.	Charlie Powell	65	Nov
393.	John Neal	64	Nov
394.	Robert Shores	63	Nov
395.	Ed Scott	61	Am
396.	Ron Ferguson	61	Nov
397.	Charles Billiet	60	Am
398.	Frank Word	60	Nov
399.	Gerald Tomlinson	60	Nov
400.	Terry Pearson	58	Am
401.	Jack Lundquist	58	Nov
402.	Alfred Nieblas	57	Nov
403.	Randy Lindberg	57	Nov
404.	John Weeks	56	Nov
405.	Jim Bringhurst	55	Am
406.	Craig Williams	55	Nov
407.	Tom Ester	55	Nov
408.	Richard Dorr	55	Nov
409.	Robert McDowell	55	Nov
410.	Ron Hanson Jr.	54	Nov
411.	John Pettis	54	Nov
412.	Bruce Clagg	53	Am
413.	Walt Warren	53	Nov
414.	Louis Wurth	52	Nov
415.	Steve Zamora	52	Nov
416.	Bob Wettlin	51	Nov
417.	Phil Vaught	50	Nov
418.	Larry Wade	50	Nov
419.	David Evans	50	Nov
420.	Jim VanLund	50	Nov
421.	Vinnie Kirpatrick	50	Nov
422.	James Jacks	50	Nov
423.	Dave Massingham	49	Am
424.	Frank Sherrill	48	Am
425.	Bruce Mattmauller	48	Nov
426.	Dan Reynolds	47	Am
427.	Bob Lee	46	Nov
428.	Jim Corning	45	Ex
429.	Dick Myott	45	Am
430.	Don Woods	45	Nov
431.	John Feather	45	Nov
432.	Mark Zimmerman	45	Nov
433.	Tony Vernon	45	Nov
434.	Patrick Murphy	45	Nov
435.	Mathew Arcelus	45	Nov
436.	Richard Benson	44	Nov
437.	James Matic	43	Nov
438.	Barry Baugh	42	Nov
439.	Wally Weatherwax	42	Nov
440.	Walter Morrison	42	Nov
441.	David Pabjoy	42	Nov
442.	Larry Rydell	42	Nov
443.	Richard Haslett	42	Nov
444.	Jack Sneed	41	Nov
445.	Glenn Anderson	41	Nov
446.	Gregg Hawks	40	Ex
447.	Roy Knight	40	Ex
448.	Robert Waters	40	Ex
449.	Danny Johnson	40	Nov
450.	Forrest Wright	40	Nov
451.	Bob Shaw	40	Nov
452.	Joe Mousseau	40	Nov
453.	Ronald Music	40	Nov
454.	Bob Melton	40	Nov
455.	Tom Widick Jr.	40	Nov
456.	Don Whitehorn	40	Nov
457.	Darrell Brown	40	Nov
458.	Larry Lane	39	Am
459.	Jim Brown	39	Am
460.	John Warren	39	Am
461.	Richard Bruce	39	Nov
462.	Ed Ruzicka	39	Nov
463.	Nyles Paris	39	Nov
464.	Tom Ruddy	38	Ex
465.	Don Harris	38	Am
466.	Terry Rodgers	38	Nov
467.	Jerry McNeal	38	Nov
468.	Michael Vanzandt	38	Nov
469.	Eugene Luce	38	Nov
470.	Marvin LeBlanc	37	Am
471.	David Brewer Jr.	37	Nov
472.	Don Lee Fulton	36	Nov
473.	Brad Bridges	35	Am
474.	Will Benton	35	Nov
475.	Thomas Gruenberg	35	Nov
476.	Bill Belknap Jr.	35	Nov
477.	Tim Ralph	35	Nov
478.	Cliff Herrington III	35	Nov
479.	Jack Perkins	35	Nov
480.	Troy Marier	34	Nov
481.	Ernie Smith	34	Nov
482.	Tom Sawyer	33	Am
483.	Dale Newton	33	Am
484.	John McInery	33	Nov
485.	David Camp	32	Nov
486.	Sterling Goin	32	Nov
487.	Donald Louis	32	Nov
488.	Gary Brown	31	Nov
489.	Charles Reynolds Jr.	31	Nov
490.	Robert Blackstone	31	Nov
491.	Albert Goodson	31	Nov
492.	Tim Smith	30	Ex
493.	Jack Pritchard	30	Nov
494.	Jimmy Bruns	30	Nov
495.	Everett Maxey	30	Nov
496.	Dan Kouns	28	Nov
497.	Larry Barkley	28	Nov
498.	Richard Guertin	28	Nov
499.	Bill McCoun	27	Am
500.	Jimmy Perkins	27	Nov
501.	Jason Churchill	27	Nov
502.	Don Prosser	26	Am
503.	Paul West	26	Nov
504.	Terry Fish	26	Nov
505.	Jerry Neuburger	25	Am
506.	David Worley	25	Am
507.	John Watkins Jr.	25	Nov
508.	David Small	25	Nov
509.	Albert Young	25	Nov
510.	Robert Gasper	25	Nov
511.	Larry Graham	25	Nov
512.	David Ellison	25	Nov
513.	Dan Brooks	25	Nov
514.	Steve Jenkins	25	Nov
515.	Russ Olson	25	Nov
516.	Pete Andelman	24	Nov
517.	Wayne Clinton	24	Nov
518.	Jim Reed	24	Nov
519.	Roy Turner	24	Nov
520.	Larry Sovern	23	Ex
521.	Rex Hopkins	23	Ex
522.	Clarence Willis	23	Am
523.	Jim Lang	23	Am
524.	Rudy Lucero	23	Nov
525.	Norman McDade	23	Nov
526.	Thomas Jansen	23	Nov
527.	Jerry Wilkerson	23	Nov
528.	Boris Dubrotin	22	Nov
529.	Richard Hedges	21	Nov
530.	Gil Pike	21	Nov
531.	Craig Fisher	21	Nov
532.	Fred Mendez	21	Nov
533.	Dale Hudelson	21	Nov
534.	Benny Padilla	21	Nov
535.	Lou Tyce	21	Nov
536.	Bill Vanettes	21	Nov
537.	Jim Williford	21	Nov
538.	Clyde Reese	21	Nov
539.	Bob Riggs	21	Nov
540.	Joseph Harris	21	Nov
541.	John Cornett	20	Nov
542.	Bob Malmstrom	20	Nov
543.	Dennis Duke	20	Nov
544.	Richard Johnson	20	Nov
545.	Phil Victor	20	Nov
546.	Jack Binning	19	Ex
547.	Lynnette Zuber	19	Am
548.	Robert Haynes	19	Am
549.	Thomas Grant	19	Nov
550.	Thomas Crandall	19	Nov
551.	Bob Ramage	19	Nov
552.	John Wooldridge	19	Nov
553.	Pat Hayes	19	Nov
554.	Robert Gaian	18	Ex
555.	Armand Del Gaudio	18	Nov
556.	James Pintus	18	Nov
557.	Richard Tieskoetter	18	Nov
558.	Ed Sanchez	18	Nov
559.	Mike Brown	18	Nov
560.	Greg Southwick	18	Nov
561.	Bob Funk	18	Nov
562.	Doug Churchill	18	Nov
563.	Richard Fesler	18	Nov
564.	Joseph Griffin	18	Nov
565.	Chuck Daly	17	Am
566.	Carl Price	17	Nov
567.	Larry Luce	17	Nov
568.	Charles Timms	17	Nov
569.	Gary Brannon	17	Nov
570.	Tom Robinson	17	Nov
571.	Don Bauman	17	Nov
572.	Randy Martin	17	Nov
573.	Dave Lapraik	17	Nov
574.	Chris Beck	16	Nov
575.	William Bouscher	16	Nov
576.	Daniel Butrick	16	Nov
577.	Frank Jackson	16	Nov
578.	Mike Aston	16	Nov
579.	Mickey Hinshaw	15	Am
580.	James May	15	Nov
581.	Joe Salinas	15	Nov
582.	Ken Saunders	15	Nov
583.	Frank Lovell	15	Nov
584.	Alan Frost	15	Nov
585.	Bob Yarbrough	15	Nov
586.	Ken Makos	15	Nov
587.	Tom Griffin	15	Nov
588.	Richard Anderson	14	Am
589.	Neil Winston	14	Am
590.	Roy Sheridan	14	Nov
591.	Terry Grigsby	14	Nov
592.	Mark Williams	14	Nov
593.	Don Lyon	14	Nov
594.	Steve Dahlstrom	14	Nov
595.	Ed McIntyre	14	Nov
596.	Dan Hilburger	14	Nov
597.	A. Craig Casper	14	Nov
598.	Bobby Whiteside	14	Nov
599.	Thomas Denton	13	Am
600.	Robert Vargo	13	Nov
601.	Richard Bleakney	13	Nov
602.	Jack Klauschie	13	Nov
603.	Richard Luce	13	Nov
604.	Frank Gross	13	Nov
605.	Dale E. Smith	13	Nov
606.	Paul Titus	13	Nov
607.	Michael Solis	13	Nov
608.	Dave Flanagan	13	Nov
609.	Steve Subith	12	Nov
610.	Randy Fleming	12	Nov
611.	R. L. Osborn	12	Nov
612.	J. T. Clark	12	Nov
613.	Charles Waters	12	Nov
614.	Sam Forney	12	Nov
615.	Tom Strunk	12	Nov
616.	Dave Littlefield	12	Nov
617.	Howard Markham	12	Nov
618.	William King	12	Nov
619.	Geroge Steward	12	Nov
620.	Mark Johnson	12	Nov
621.	Fred Tomlin	11	Nov
622.	Steve Hutchinson	11	Nov
623.	Russell Smith	11	Nov
624.	John T. Shafer	11	Nov
625.	Roger Maahs	11	Nov
626.	Benny Watson	11	Nov
627.	Richard Gaines	11	Nov
628.	Scott Walker	11	Nov
629.	Rick Oliver	10	Nov
630.	Ronnie Donahue	10	Nov
631.	Ed Houston	10	Nov
632.	Ron Lanier	10	Nov
633.	Arthur Thomas Jr.	10	Nov
634.	Jim Meehan	10	Nov
635.	Robert Dudelston	10	Nov
636.	John Northcutt	9	Nov
637.	Ramon Lowe	9	Nov
638.	David Thompson	9	Nov
639.	Larry Fox	9	Nov
640.	Rod Cowell	9	Nov
641.	Steve Klooz	9	Nov
642.	Roger Clayton	9	Nov
643.	Norman Neville	9	Nov
644.	Fred Hankins	8	Nov
645.	Thomas Grbavach	8	Nov
646.	Dale Forsee	8	Nov
647.	Mark Heilmon	8	Nov
648.	Phil Grove	8	Nov
649.	Pete Fin	8	Nov
650.	John Wilkes	8	Nov
651.	George Smith	8	Nov
652.	Wayne Lee	8	Nov
653.	William Dean	8	Nov
654.	Russell Hunter	8	Nov
655.	Chris Gerner	8	Nov
656.	Ron Murdock	8	Nov
657.	Leroy Marquardt	8	Nov
658.	Chuck Weisner	8	Nov
659.	Mike Barnes	8	Nov
660.	David Darrow	7	Nov
661.	Bob Holston	7	Nov
662.	Stewart Dowd	7	Nov
663.	James Rodgers	7	Nov
664.	Dave Kribell	7	Nov
665.	Brian King	7	Nov
666.	Charles Morris	7	Nov
667.	Curt Randall	6	Nov
668.	Ed Pertierra	6	Nov
669.	Cliff Lotz	6	Nov
670.	Vern Howe	6	Nov
671.	Mike Matlock	6	Nov
672.	Roy Moos	6	Nov
673.	John Hughes	6	Nov
674.	Rod Phillips	6	Nov
675.	Francis Nestor	5	Nov
676.	Paul Stanush	5	Nov
677.	Fred Biscoe	5	Nov
678.	Andy Ozols	5	Nov
679.	Steve Ranta	5	Nov
680.	Bob Mann	5	Nov
681.	Larry Schafer	5	Nov
682.	Terry Rupple	5	Nov
683.	Gary Bullard	5	Nov
684.	Jeff Wilson	5	Nov
685.	Earl Carpenter	5	Nov
686.	Michael Boal	4	Ex
687.	Tom Gowing	4	Am
688.	John Lundgren	4	Nov
689.	Jerry Ruzicka	4	Nov
690.	Francisco Garcia	4	Nov
691.	Ron Whitney	4	Nov
692.	William Staley	4	Nov
693.	Jeff Kwasky	4	Nov
694.	Bill Tosetti	4	Nov
695.	Richard Gustason	4	Nov
696.	Jon Miller	4	Nov
697.	Allen Hunt	4	Nov
698.	Steve Castle	4	Nov
699.	Charles Conway	4	Nov
700.	Ronald Davidson	4	Nov
701.	Bill Zaremba	3	Am
702.	John Stanley	3	Nov
703.	George Hale	3	Nov
704.	Blair Swallow	3	Nov
705.	James Patrick Evans	3	Nov
706.	Dennis Webb	3	Nov
707.	Manuel Lopez	3	Nov
708.	John Amy	3	Nov
709.	David Riley	3	Nov
710.	Jack Moodhard	3	Nov
711.	Donald Whitaker	3	Nov
712.	Paul Rizzo	3	Nov
713.	Greg Wessels	3	Nov
714.	Bruce Treadway	3	Nov
715.	Gilbert Wilson	3	Nov
716.	Keith Tennis	2	Am
717.	Robert Ward	2	Nov
718.			
719.	Daryl Bikerstaff	2	Nov
720.	Don Winters	2	Nov
721.	Dan Vetesy	2	Nov

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CLUB GUIDE

THE MOST COMPLETE LISTING OF CLUBS & ORGANIZATIONS IN THE WESTERN UNITED STATES

DISTRICT 20

ALAMO CYCLE ASSOCIATION – 199 Remount, San Antonio, Texas 78218. 512/655-0683.

ASPHALT AVIATORS M.C. – P.O. Box 391, Mineral Well, Texas 76067. 817/325-6975.

BAY CITY MOTOCROSS – P.O. Box 1457, Corpus Christi, Texas 78403.

BEAUMONT M.C. – 310 Ferndale, Beaumont, Texas 77707. 713/866-3097.

BROWNFIELD M.C. – P.O. Box 1255, Brownfield, Texas 79316. 806/637-3561.

CITRUS VALLEY M.C. – P.O. Box 104, Pharr, Texas 78577.

COWTOWN M.C. – 3543 Parker Road West, Ft. Worth, Texas 76117. 817/838-6769.

CYCLE CLUB – P.O. Box 3367, Ft. Worth, Texas 76105. 817/536-1214.

FORT WORTH HAWKS M.C. – 5000 Wilmington Dr., Fort Worth, Texas 76107. 817/732-6236.

GOLDEN EAGLES M.C. – 4816 Carolyn Jean, Mesquite, Texas 75149. 214/286-3873, 358-5577.

KAPITAL KATZ M.C. – 4601 Alf Ave., Austin, Texas 78721. 512/452-9760.

LAREDO M.C. – 2911 San Bernardo, Laredo, Texas 78040. 512/723-6221.

RIMTWISTERS M.C. – c/o Tom Wahler, 9532 Dunoon, El Paso, Texas 79925.

RIO GRANDE M.C. – Rt. 1 Box 277C, McAllen, Texas 78501.

SAN JACINTO HIGH ROLLERS M.C. – P.O. Box 6051, Pasadena, Texas 77503. 713/473-1005.

STATEMEN M.C. – P.O. Box 591, Killeen, Texas 76541. 817/634-3991.

STUMP JUMPERS M.C. – P.O. Box 132, Euless, Texas 76039. 214/283-6922.

TEXAS A & M M.C. – 105 Boyett, College Sta., Texas 77840. 713/846-3979.

TEXAS TRAVELERS M.C. – P.O. Box 10265, San Antonio, Texas 78210. 512/333-8598.

TRACK & TRAIL RIDERS – P.O. Box 1135, Amarillo, Texas 79105.

TRAIL RIDERS OF HOUSTON.

WACO EAGLES M.C. – 212 North 18th, Waco, Texas 76701. 817/754-8351.

WEATHERFORD M.C. – Rt. 3 Box 11644, Weatherford, Texas 76086. 817/594-2596.

DISTRICT 21

KANSAS

BLUE VALLEY RIDERS M.C. – 504 Larimie, Manhattan, Kansas 66502. 913/776-7600.

DODGE CITY TWO WHEELERS – 818 Overhill, Dodge City, Kansas 67801. 316/227-8313.

FORT LARNED ROADRUNNERS – 444 SW Trail, Larned, Kansas 67550. 316/285-2096.

GOLDEN BELT M.C. – P.O. Box 241, Great Bend, Kansas 67530. 316/793-8056.

HAYS M.C. – P.O. Box 495, Hays, Kansas 67601. 316/737-4488.

HIGH PLAINS GRAVEL GRINDER – P.O. Box 172, Wakeeney, Kansas 67672.

JAYHAWK ROADRUNNERS – 600 S. Commerical, Plainville, Kansas 67663. 913/434-2215.

PRAIRIE PUPS M.C. – 610 S. Main, South Hutchinson, Kansas 67501. 316/665-8792.

SALINA COYOTES M.C. – P.O. Box 801, Salina, Kansas 67401. 913/546-2581.

SIDEWINDERS M.C. – 1614 College, Baldwin, Kansas 66006. 913/594-3608.

SILVER EAGLES M.C. – P.O. Box 743, Liberal, Kansas 67901. 316/276-6788.

SPROCKETS M.C. – c/o Ken T. Veira, 1950 S. 107th W., Wichita, Kansas 67209. 316/722-2668.

TOPEKA TOPPERS M.C. – P.O. Box 312, Topeka, Knasas 66601. 913/434-2215.

TRAILWINDERS M.C. – Neosho Rapids, Kansas 66864. 913x316/342-7610.

WHEELSPORT M.C. – P.O. Box 831, Lawrence, Kansas 66044. 913/843-7580.

NEBRASKA

BLUE VALLEY TT M.C. – P.O. Box 173, Fairbury, Nebraska 68352. 402/729-2423.

CAVALIER M.C. – 1117 First Ave., Plattsmouth, Nebraska 68048. 402/296-7268.

CYCLONES M.C. – P.O. Box 284, Norfolk, Nebraska 68701. 402x308/371-9151.

F TROOP M.C. – 1053 77th Ave., Columbus, Nebraska 68601. 402x308/564-8733.

HASTINGS M.C. – P.O. Box 662, Hastings, Nebraska 68901.

KINGSMEN M.C. – Route One, North Platte, Nebraska 69101. 308/532-6195.

OVERLAND M.C. – 1214 N. Wheeler St., Grand Island, Nebraska 68801. 308/382-1310.

PIONEER M.C. – 5302 Emiline St., Omaha, Nebraska 68157. 402/733-6824.

RAINBOW CHASERS M.C. – 22nd Hawthorne, Crete, Nebraska 68333.

RANGERS MR. M.C. – Omaha, Nebraska 68108. 402/342-6567.

OKLAHOMA

BIG RED M.C. 820 Carden Pl., Moore, Oklahoma 73060. 405/794-6068.

CAPITOL CITY RIDERS – 2216 SW 78th, Oklahoma City, Okla. 73159. 405/721-5957.

CREEPERS M.C. – 702 E. Main, Shawnee, Oklahoma 74801. 405/273-0439.

ROAD KNIGHTS M.C. – P.O. Box 543, Stillwater, Oklahoma 74074. 405/372-1709.

TULSA TRAIL RIDERS – 1320 E. 58th St., Tulsa, Oklahoma 74105. 918/747-1205.

WILL ROGERS M.C. – P.O. Box 112, Claremore, Oklahoma 74017. 918/763-1966.

DISTRICT 24

IDAHO

OWYHEE M.C. – P.O. Box 733, Boise, Idaho 83701. 208/344-7741 or 344-5190.

NORTH DAKOTA

CAPITOL CITY CYCLERS – 2100 E. Broadway, Bismarck, North Dakota 58501. 701/223-7221.

SOUTH DAKOTA

BLACK HILLS M.C. – 1617 Omaha, Rapid City, South Dakota 57701. 605/342-2242.

JACKPINE GYPSIES M.C. – 2003 Junct., P.O. Box 158, Sturgis, South Dakota 57785. 605/347-2320.

PRAIRIE RAMBLERS M.C. – 368 2nd SW, Huron, South Dakota 57350. 605/352-9642.

WYOMING

CHEY-KNIGHTS M.C. – 816 S. Greeley Highway, Cheyenne, Wyoming 82001. 307/632-8811.

NEWCASTLE M.C. – P.O. Box 913, Newcastle, Wyoming 82701. 307/465-2270.

DISTRICT 25

COLORADO

HARRY'S ROAMERS – 7875 W. Eighth Ave., Lakewood, Colorado 80215. 303/233-6764.

NEW MEXICO

JACKALOPES M.C. – P.O. Box 207, El Prado, New Mexico 87529. 505/758-2117.

NEW MEXICO M.C. – P.O. Box 86, Corrales, New Mexico 87048.

ZIMMERMAN LIBRARY M.C. & TIMING ASSOCIATION – c/o Univ. of New Mexico, Albuquerque, New Mexico.

DISTRICT 26

ARIZONA

COPPER STATE MOTOR CORP. – 2223 W. Sunnyside Dr., Phoenix, Arizona 85029.

NOMADS M.C. – 700 Fry Blvd. SE, Sierra Vista, Ariz. 602/458-4026.

RIVER VALLEY M.C. – P.O. Box 5094, Mohave Valley, Arizona 86440. 602/768-2592.

NEVADA

BOONIE MOUNDERS M.C. – 705 N. 16th St., Las Vegas, Nev. 89101. 702/385-1413.

DESERT PEOPLE M.C. – 6224 Blairway, Las Vegas, Nevada 89107. 702/870-4601.

GROUNDSHAKERS M.C. – 865 French Circle, Las Vegas, Nevada

KNIGHTS M.C. – 120 Fir St., Elko, Nevada 89801. 702/738-7829.

SILVER CITY SCRAMBLERS M.C. – 716 Stewart, Las Vegas, Nevada.

SILVER QUEENS M.C. – (Women only), P.O. Box 1591, Las Vegas, Nevada 89101. 702/642-8066.

SWEET HEARTS M.C. – 2273 Clinton Ln., Las Vegas, Nevada 89110. 702/642-9122.

VEGAS VALLEY M.C. – 1620 S. Main, Las Vegas, Nevada. 702/648-0603.

FIREBIRDS M.C. – P.O. Box 17, Eureka, Utah 84628. 801/433-6623.

SALT LAKE M.C. – P.O. Box 1711, Salt Lake City, Utah 84101. 801/467-8475.

DISTRICT 27

BLUE BARONS M.C. – 1315 S. 41st, Tacoma, Washington 98408. 206/472-2402.

BREMERTON CRUISERS – P.O. Box 66, Bremerton, Washington 98310.

CENTRALIA MUDSLINGERS M.C. – P.O. Box 161, Centralia, Washington 98531. 206/736-9325.

COAL DUSTERS M.C. – 501 E. First St., Cle Elum, Washington 98922. 509/649-3562.

DRIFTERS M.C – P.O. Box 1033, White Salmon, Washington 98672. 206/493-5663.

EVERETT M.C. – P.O. Box 1062, Everett, Washington 98201. 206/355-5752.

EVERETT THUNDERBIRDS M.C. – P.O. Box 2214, Everett, Washington 98200. 206/252-3272, 725-6330.

EVERGREEN M.C. – P.O. Box 222, Trentwood Station, Spokane, Washington 99215. 509/328-7441, 389-4528.

GREATER SEATTLE M.C. – 3719 S. Angeline, Apt. 4, Seattle, Washington 98118.

HILL & GULLY M.C. – P.O. Box 16, Kiona, Washington 99340.

HOQUIAM RAMBLERS M.C. – P.O. Box 241, Hoquiam, Washington 98550. 206/532-5282, 532-0842.

HUMMINGBIRD M.C. – 703 North 7th, Kelso, Washington 98626. 206/425-8263.

IRISH RAMBLERS M.C. – 907 7th N., Edmonds, Washington 98020. 206/744-0409, 776-0324.

JOLLY ROGERS M.C. – 21211 Military Road S., Seattle, Washington 98118. 206/935-1262, 472-5339.

KIRKLAND REBELS M.C. – 713 18th West., Kirkland, Washington 98033. 206/244-7169, 827-6730.

LUCKY SPOKES M.C. – P.O. Box 77, Brush Prairie, Washington 98606. 206/687-2178.

McCHORD ROAD RUNNERS M.C. – P.O. Box 285, Spanaway, Washington 98387.

MT. BAKER M.C. – 600 DuPont St., Bellingham, Washington 98225. 206/734-7580.

MT. ST. HELENS M.C. – P.O. Box 51, Castle Rock, Washington 98611. 206/274-6881.

NORTH CASCADE M.C. – 18305 N.E. 159th, Woodinville, Washington 98072. 206/788-1748.

OLYMPIC PENNINSULA M.C. – P.O. Box 723, Pt. Angeles, Washington 98362. 206/457-6357.

RAINIER M.C. – P.O. Box 193, Rainier, Washington 98576. 206/446-2401.

REDMOND PIONEERS M.C. – 4403 14th NE, Bellevue, Washington 98004.

ROVING GAMBLERS M.C. – N. 322 Freya, Spokane, Washington 99204. 509/487-1450, 925-0579.

ROYAL CHECK-MATES M.C. – P.O. Box 107, Bremerton, Washington 98310. 206/876-2906, 876-2061.

SANDSHIFTERS M.C. – P.O. Box 16, Kiona, Washington 99340. 586-1344.

SAN JUAN M.C. – P.O. Box 586, Port Townsend, Washington 98584. 206/385-1928.

SEAFAIR CITY M.C. – P.O. Box 3268, Federal Way, Washington 98002. 206/839-5043.

SEATTLE KINGSMEN M.C. – 216 32nd South, Seattle, Washington 98144. 206/323-2994, 774-6509.

SHELTON TRAIL BLAZERS M.C. – P.O. Box 531, Shelton, Washington 98584.

SKAGIT M.C. – P.O. Box 334, Mt. Vernon, Washington 98273. 206/336-2469, 629-3346.

STUMP JUMPERS M.C. – P.O. Box 476, Lynwood, Washington 98036.

TACOMA M.C. – P.O. Box 293, Puyallup, Washington 98371.

TACOMA YELLOW JACKETS M.C. – 1918 S. G Street, Tacoma, Washington 98401. 206/759-3979, 863-8923.

TRIPLE T M.C. – P.O. Box 585, Hoquiam, Washington 98550. 206/833-7313.

TWIN CITY M.C. – P.O. Box 681, Centralia, Washington 98531.

VANCOUVER BLACK CATS M.C. – 3312 Fourth Plain Blvd., Vancouver, Washington 98661. 206/694-3762, 694-7268.

WASHINGTON 99ER'S M.C. – P.O. Box 88655, Tukwila Branch, Seattle, Washington 98188. 206/825-5476, 246-1205.

WOODLAND SPROCKETS M.C. – 9555 Old Pacific Hwy., Woodland, Washington 98674. 206/225-6081.

DISTRICT 28

BLUE KNIGHTS M.C. – 10798 S.E. 85th, Portland, Oregon. 503/771-4239, 659-4132.

BLUE MOUNTAIN M.C. – P.O. Box 590, Hermiston, Oregon 97838.

CAPITOL CITY CRUISERS M.C. – 4170 Silverton Road N.E., Salem, Oregon 97303. 503/363-0910, 363-7288.

CASCADE M.C. – 503/382-5759 – Larry Ulrich.

EL CABALLEROS M.C. – 9225 S.W. 80th, Tigard, Oregon 98223. 503/244-3805, 658-3094.

KING MT. M.C. – c/o Bill Stewart, Lees Camp, Oregon 97142.

PORTLAND BLACK JACKS M.C. – P.O. Box 263, North Portland, Oregon 97043. 503/285-7833, 665-9387.

ROGUE VALLEY RIDERS M.C. – 420 Crestview Loop, Grants Pass, Oregon 97526. 503/476-2180, 476-4018.

SCREAMING EAGLES M.C. – c/o Bud Chappelle, 2605 State Street, Salem, Oregon 97310. 503/244-3805.

SIDEWINDERS M.C. – P.O. Box 66033, Portland, Oregon 97206. 503/659-1022.

DISTRICT 35

BAKERSFIELD RED TOPS – P.O. Box 2152, Bakersfield, Calif. 93303. 805/322-1788.

BISHOP M.C. – 337 Clarke, Bishop, Calif. 93514. 714/873-5380, 873-4111.

CAL POLY PENGUINS M.C. – ASI Box 111, Cal Poly, San Luis Obispo, Calif. 93401.

CYCLE QUEENS OF AMERICA – 511 P Street, Bakersfield, Calif. 93304. 805/322-6779 (women only).

CYCLIERS M.C. – 2121 Sherwood Ave., Bakersfield, Calif. 93304. 805/831-4765.

EXPLORER POST 305 – 424 South A St., Madera, Calif. 93637. 209/255-2704.

FRESNO M.C. – 1107 E. Brown, Fresno, Calif. 93702. 209/227-5453.

KERN COUNTY TRAILBLAZERS M.C. – 240 East Ash, Shafter, California 93263. 805/764-4058.

KING COUNTY M.C. – P.O. Box 691, Hanford, Calif. 93230. 209/582-5806.

LOMPOC SLO POKES M.C. – 1591 E. Chesnut, Lompoc, Calif. 93436. 805/733-2306, 937-5836.

MADERA BRAVES M.C. – P.O. Box 655, Madera, Calif. 93637.

MONTEREY BAY RAMS M.C. – 408/394-6601.

PATHFINDERS M.C. – 443 Broadway, Fresno, Calif. 93721. 209/237-0215.

PORTERVILLE SPINNERS M.C. – P.O. Box 1843, Porterville, Calif. 93257. 209/784-0516.

SALINAS RAMBLERS M.C. INC. – 321 North Main Street, Salinas, California 93901.

SANTA BARBARA STARTERS – 1 South Milpas, Santa Barbara, Caoif. 93103. 805/966-0111.

SANTA MARIA SADDELITES M.C. – 408-A W. El Camino St., Santa Maria, Calif. 93454.

SPROCKET M.C. – P.O. Box 6132, Bakersfield, California 93305.

THROTTLE HOUNDS M.C. – 534 East Chapel, Santa Maria, Calif.

TRAIL TROTTERS M.C. – P.O. Box 414, Coalinga, Calif. 93210. 209/935-3311.

VISALIA RAMBERS M.C. – 718 Roosevelt St., Visalia, Calif. 209/686-6971, 688-0322.

WILSON'S RAMBLERS – 718 E. Roosevelt, Visalia, Calif. 93277. 209/686-5696.

DISTRICT 36

ALL AMERICAN M.C. – 1390 Lucretia Ave., San Jose, Calif. 95122.

AMERICAN CANYON M.C. – 2750 Broadway, Vallejo, Calif. 94590.

ANCHOR M.C. – Post Directory, Naval Air Station, Alameda, Calif. 94501.

BLACK HAWK M.C. – 555 Alvarado St., Brisbane, Calif. 467-2059.

BMW CLUB OF NORTHERN CALIF. – 335 Paramount Dr., Millbrea, Calif. 94030.

CAL-AM MOTOCROSS – 1325 B 15th St., Sacramento, Calif. 95814.

CAMPBELL M.C. – 2332 Bowers Ave., Santa Clara, Calif. 95051. 408/241-6443.

CAPITOL CITY M.C. – 2414 13th St., Sacramento, Calif. 95820.

CARSON CITY DESERT HAWKS – 213 Sage Street, Carson City, Nevada 89701. 702/882-5400.

CC RIDERS – 5792 Blossom Ave., San Jose, Calif. 95123.

CENTAL VALLEY ROADRIDERS – 330 Spencer, Modesto, Calif. 95351.

CHICO M.C. – 502 Cedar, Chico, Calif. 95926.

COAST SIDE M.C. – P.O. Box 792, Pacifica, Calif. 94044.

DIRT DIGGERS NORTH M/C – P.O. Box 699, Loomis, California 95650. 1-916/652-7800.

EAST SIDE M.C. – 11 Millar Ave., San Jose, Calif. 95127. 408/258-5161.

FAR WEST M.C. – P.O. Box 3198, Eureka, Calif.

FEATHER RIVER M.C. – 100 D St., Marysville, Calif. 95901. 916/742-7785.

FORT SUTTER M.C. – 4085 Deeble St., Sacramento, Calif. 95820.

FREMONT M.C. – 37318 Fremont Blvd., Fremont, Calif. 94536.

FREMONT TRAVELERS – 6044 Madelaine Pl., Newark, Calif. 94560.

GOLDEN BANNERS M.C. – 4937 Marysville Blvd., Sacramento, Calif. 95338. 916/724-1862.

GOLDEN BEARS M.C. – P.O. Box 886, Manteca, Calif. 95336. 209/477-6829.

GOLDEN EAGLES M.C. – P.O. Box 6145, Stockton, Calif. 95206. 209/463-1103.

GUSTINE M.C. – P.O. Box 244, Gustine, Calif. 95322. 209/854-3171.

HAYWARD M.C. – 3800 Depot Rd., Hayward, Calif. 94545. 415/783-9922.

HI HATS M.C. – P.O. Box 467, Martinez, Calif. 94553. 415/228-5676.

HILL TOPPERS M.C. OF OAKLAND – 2666 Virgil Court, Castro Valley, Calif.

IRON HORSEMEN M.C. – P.O. Box 35, Sunnyvale, Calif. 94088. 408/286-9436.

LAFAYETTE M.C. – 44 Orchard Rd., Orinda, Calif. 415/254-3306.

LANCERS M.C. – 2771 El Camino, Redwood City, Calif. 415/366-3814.

LASSEN M.C. – P.O. Box 1017, Susanville, California 96130. 916/257-3588.

LIQUID FILLED RACING TEAM – 3533 F Street, Eureka, California 95501. 707/442-9595.

LODI M.C. – 2945 Morse Road, Lodi, Calif. 95240. 209/368-7182.

LOS GATOS M.C. – P.O. Box 802, Los Gatos, Calif. 95031. 408/269-3614.

LUCKY FEW M.C. – P.O. Box HA, Los Gatos, Calif.

MAMA'S PAPA'S – P.O. Box M-42, Fremont, Calif. 94537.

MARIN COUNTY M.C. – P.O. Box 221, San Rafael, Calif. 94904. 415/883-6974.

MODESTO M.C. – 1208 Ninth St., Modesto, Calif. 95354. 209/522-1061.

NAPA M.C. – P.O. Box 2561, Napa, Calif. 94558.

NAPA VALLEY TRAVELERS – 713 Carolina St., Napa, Calif. 94558.

NAVY CITY M.C. – 420 Marin St., Vallejo, Calif. 94590. 707/642-0302.

NEVADA TRAIL BLAZERS – 636 Morrill Ave., Reno, Nev. 89502. 702/323-8846.

NON TROPPO PRESTO M.C. – 1073 Brentwood Ave., Sunnyvale, Calif. 94086.

NORTH BAY M.C. – 415 Davis St., Santa Rosa, Calif. 95401. 707/546-4655.

NORTH VALLEY TRAVELERS – P.O. Box 792, Central Valley, Calif. 96019. 916/275-1993.

OAKLAND M.C. – 1116 36th St., Oakland, Calif. 94608. 415/654-9834.

OASIS SCRAMBLERS – Rt. 1, Box 363, Fallon, Nev. 89406. 702/423-4602.

ORLAND M.C. – 503 East St., Orland, Calif. 95963.

OROVILLE M.C. – 2708 Stauss Ave., Oroville, Calif. 95965.

PALO ALTO M.C. – 2120 Wyandotte, Mt. View, Calif. 94040. 415/968-3054.

PLACERVILLE M.C. – 871 Hillcrest Ave., Placerville, Calif. 95667. 916/622-4161.

POLKA DOTS M.C. – P.O. Box 8544, Sacramento, Calif. 95822. 916/967-9249, 967-8816.

PORT STOCKTON M.C. – 728 S. Laurel, Stockton, Calif. 95205. 209/368-6313.

RAMS M.C. – 202 Murligan Ave., Mt. View, Calif. 94040.

REDWOOD CITY M.C. – P.O. Box 5509, Redwood City, Calif. 94063. 415/369-5975.

REDWOOD CITY TRAVELERS – 209 Second St., Redwood City, Calif. 94063.

REDWOOD EMPIRE M.C. –506 Fifth St., Santa Rosa, Calif. 707/938-5717.

RENO RAMBLERS M.C. – 222 Sage St., Reno, Nevada 89502. 702/323-0917.

RICHMOND RAMBLERS – P.O. Box 484, Station A, Richmond, Calif. 94808.

RIDERS UNLIMITED M.C. – 917 Live Oak Dr., Santa Clara, Calif. 95051.

RIDGE RUNNERS M.C. – P.O. Box 121, East Santa Cruz Station, Santa Cruz, Calif. 95060. 408/426-4161.

ROAD RIDERS OF MARIN – 21 Marin St., San Rafael, Calif. 94901.

ROAD RUNNERS M.C. – P.O. Box 178, Fort Bragg, Calif. 95437.

ROAMIN' WHEELS – 1362 A 47th Ave., San Francisco, Calif. 94122. 415/359-0232.

ROUGH RIDERS M.C. – 25224 Mission Blvd., Hayward, Calif. 94544. 415/538-2114.

SACRAMENTO TRACKERS M.C. – 5032 Whitney Ave., Carmichael, Calif. 95608.

SAN JOSE DONS – 523 B Columbia, San Jose, Calif. 95126.

SAN JOSE HILL CLIMBERS – 5833 Arapaho Dr., San Jose, Calif. 95123. 408/225-3342.

SAN JOSE KINGS & QUEENS – 5221 Pharlap Ave., San Jose, Calif. 95111.

SAN RAFAEL M.C. – 116 Greenfield Ave., San Anselmo, Calif. 415/370-7630.

SANTA CLARA CAVALIERS – P.O. Box 2113, Santa Clara, Calif.

SANTA CRUZ ROAD RUNNERS – 2925A Freedom Blvd., Watsonville, Calif. 95076. 408/274-1862, 724-1982, 426-2875.

SHASTA M.C. – P.O. Box 1386, Redding, Calif. 96001. 916/241-2002.

SIERRA ROADRUNNERS M.C. – 1429 Samuel Way, Reno, Nevada 89502. 702/329-1603.

SOLANO COUNTY M.C. – 605 Wilson Ave., Vallejo, Calif. 94590.

SONOMA CO. SPORTS CYCLE WAY – 1440 Lauren Dr., Petaluma, Calif. 94952.

SONORA PASS M.C. – P.O. Box 259, Sonora, Calif. 95370. 209/532-2376.

SOUTH COUNTY M.C. – P.O. Box 101, Gilroy, California 95020. 408/449-5185.

SPARTONS M.C. – 1111 Gum Ave., Woodland, Calif. 95695. 916/662-0340.

STOCKTON M.C. – P.O. Box 1843, Stockton, Calif. 95201.

STOCKTON SCRAMBLERS – 2205 Waterloo Rd., Stockton, Calif. 95205. 209/465-3345.

TAHOE M.C. – P.O. Box 3235, South Lake Tahoe, Calif. 95705.

TRACY M.C. – P.O. Box 882, Tracy, Calif. 95376.

TRINITY TRAILSTERS – P.O. Box 177, Willow Creek, Calif. 95573. 916/629-2411.

TWO WHEELERS M.C. – 5032 Whitney Ave., Carmichael, Calif. 95608. 916/481-6527.

VALLEY M.C. – P.O. Box 647, Chico, California 95926. 916/342-9302.

VALLEY CLIMBERS M.C. – 1550 Allyn Ave., St. Helena, Calif. 94574

VULCANS T.M.C. – 1936 Edwin Way, Sacramento, Calif. 95815.

WANDERLUST M.C. – P.O. Box 23501, Pleasant Hill, Calif. 94523.

WASSUK SCRAMBLERS M.C. – P.O. Box 872, Hawthorne, Nevada 89415. 702/945-3473.

WEDDED WHEELS – P.O. Box 2305, Pleasant Hill, Calif. 94523.

WESTSIDE EAGLES M.C. – P.O. Box 1684, Turlock, Calif. 95380. 209/537-2426, 529-2668.

DISTRICT 37

ACE OF CLUBS M.C. – P.O. Box 861, El Monte, Calif. 91734. 714/332-1286.

ANTELOPE RAMBLERS M.C. – P.O. Box 4414, Panorama City, Calif. 91402.

ARIEL OWNERS M.C. – California Branch, 550 N. Hermosa Ave., Sierra Madre, Calif. 91024. 213/355-3607.

BAND OF GYPSYS – 611½ E. Chartres, Anaheim, Calif. 92805. 714/776-6924.

BARSTOW M.C. – P.O. Box 821, Barstow, Calif.

BAY MARE CYCLE ASSN. – 13902 Hamlin St., Van Nuys, Calif. 91401. 213/780-0051.

BRUSH BUSTERS M.C. – 9750 Sunglow St., Pico Rivera, Calif. 90660. 213/695-6094.

BUSHMASTERS M.C. – P.O. Box 921, Banning, Calif. 92220. 714/849-7393, 849-8264.

BUZZARDS M.C. – 9422 E. Pentland St., Temple City, Calif. 91780. 213/287-8769.

BMW CLUB OF SOUTHERN CALIFORNIA – 255 N. White St., Pomona, Calif.

BRUSH BUMS M.C. – 2220 Seventh St., La Verne, Calif. 91750. 714/629-3792, 593-5057.

BRUSH BUSTERS M.C. – 7412 Talbert Ave., Huntington Beach, Calif. 92646. 213/696-3279.

CACTUS CATS M.C. – P.O. Box 881, Corona, Calif. 91720. 714/735-0695.

CALIFORNIA EAGLES M.C. – P.O. Box 5041, Long Beach, Calif. 90805. 213/444-6577.

CALIFORNIA GOPHERS M.C. – P.O. Box 2575, Bell Gardens, Calif.

CALIFORNIA RAINBOWS – 11152 Bunker Hill Dr., Los Alamitos, Calif.

CHECKERS M.C. – 1329 Hollywood Way, Burbank, Calif. 91505. 714/628-4975.

CLAIM JUMPERS M.C. – 20748 Enadia Way, Canoga Park, Calif. 91306. 213/347-0498.

CLIFFHANGER M.C. – P.O. Box 2024, Hemet, Calif. 92343.

COACHELLA VALLEY M.C. – P.O. Box 702, Thousand Palms, Calif. 92276. 714/343-3798.

CONEJO TRAIL RIDERS – 4201 Topanga Cyn. Apt. 79, Woodland Hills, Calif. 91364. 213/347-4974, 883-8077.

CRESTLINE M.C. – P.O. Box 806, Crestline, Calif. 92325. 714/882-1818.

CRUISERS M.C. – 16841 Lynn St., Huntington Beach, Calif. 714/836-5546, 893-2309.

DESERT M.C. – 12551 Scandia, Garden Grove, Calif. 714/897-3894.

DESERT CHALLENGERS M.C. – P.O. Box 741, Apple Valley, Calif. 92307.

DESERT CHEETAHS M.C. – 184 Sandra Ave., Arcadia, Calif. 91006. 213/447-3051

DESERT CREEPERS – 213/656-4299.

DESERT DAISY'S – 949 Eucalyptus Dr., El Segundo, Calif. 90245. 213/322-3509.

DESERT FOXES M.C. – 6938 Sherman Way, Bell, Calif. 90201. 213/773-5820.

DESERT KNIGHTS M.C. – 21225 Roscoe Blvd., Canoga Park, Calif. 91304. 213/348-5226, 340-8538, (805) 495-7719.

DESERT PHANTOMS M.C. – P.O. Box 512, GAFB, Victorville, Calif. 92392. 714/246-7494.

DESERT TURTLES M.C. – P.O. Box 146, Hawthorne, Calif. 90250. 213/835-9098.

DESERT VIPERS M.C. – 7574 Westminster Ave., Westminster, Calif. 714/893-7057, 714/546-4487.

DIRT DIGGERS M.C. – 7257 Brynhurst Ave., Los Angeles, Calif. 90043. 213/753-8958.

DUSTERS M.C. – 1666 Ravenna, Wilmington, Calif. 90744. 213/325-9874.

DYNA-MITES M.C. – 12359 Felipe, El Monte, Calif. 714/448-3567.

END DOES M.C. – (Girls only), 5900 Marita St., Long Beach, Calif. 90815. 213/896-2541, 596-3691 eves.

FOOTHILL HAWKS M.C. – 503 Whittier Blvd., Montebello, Calif. 90640. 213/987-5284, 573-5495.

FOUR ACES M.C. – P.O. Box 922, North Hollywood, Calif. 91603. 213/767-7927.

GHOST RIDERS M.C. – 2231 Concord Ave., Pomona, Calif. 714/623-4676.

GOLDEN EAGLES M.C. –.2203 E. Lincoln Ave., Anaheim, Calif. 92806. 3501 Boher Ave., Santa Ana, Ca. 92703. 714/535-0841, 538-5330, 531-0166.

GOLDEN STATE M.C. – 5406 N. Mapletree, Arcadia, Calif. 714/448-9388.

GOLDEN WEST M.C. – 7412 Talbert Ave., Huntington Beach, Calif. 92648. 714/847-1144.

GREYHOUNDS M.C. – 13741 Marchant, Sylmar, Calif. 91342. 213/367-2907 – Jack Ross.

GRIPSTERS M.C. – P.O. Box 185, Buena Park, Calif. 90620. 714/829-4715 (7-9 p.m.)

GUATEMALA GROUND GRIPPERS M.C. – 1579 Hidden Canyon Rd., Whittier, California 90603. 213/691-5950.

GYPSY WHEELS M.C. – P.O. Box 992, Ridgecrest, Calif. 93555.

HALF FAST M.C. – 6445 Neddy Ave., Canoga Park, Calif. 91304.

HIGH SIDERS M.C. – 8-855 Hwy 111, Indio, Calif. 92201. 714/347-8118.

HIGHWAY KINGS M.C. – P.O. Box 1811, Glendale, Calif. 91209. 213/246-9206.

HI-JINX FAMILY M.C. – 20833 Siene, Lakewood, Calif.

HILLTOPPERS M.C. – P.O. Box 1746, Long Beach, Calif. 90800.

HUNDREDS M.C. – 38729 15th St. E, Palmdale, Calif. 93550. 3460 Columbia, La Verne, Calif.

HUNTINGTON BEACH M.C. – 14331 Cedarwood, Ave., Westminster, Calif. 92683. 714/897-7666. 893-4125.

HUSTLERS M.C. – 959 Barstow, Covina, Calif. 91724. 213/331-2176

INVADERS M.C. – 8518 Albia, Downey, Calif. 90242. 213/862-7242.

JACKRABBITS M.C. – 9143 E. Compton, Bellflower, Calif. 90706. 213/631-6733.

JASPERS M.C. – 30½ W. California St., Ontario, Calif. 714/986-3118.

KNIGHTS M.C. – 1760 Charlemont, Hacienda Heights, Calif. 91745. 213/336-0414.

KNOBBY'S M.C. – 11360 Monte Vista Ave., Ontario, Calif.

LA HABRA DIRT RIDERS – 221 East Imperial Hwy., La Habra, California 90631. 213/691-4317.

LONERS CLUB – P.O. Box 498, Long Beach, Calif. 90800.

LOS BORRACHOS M.C. – P.O. Box 2022, Venutra, Calif. 805/646-2957.

LOS PADRES M.C. – 6541 Ventura Blvd., Ventura, Calif.

LOST ANGELS M.C. – 8648 Lehigh, Sun Valley, Calif. 91352. 213/768-1058.

LOST COYOTES M.C. – P.O. Box 1625, Lancaster, Calif. 93534.

LUCKY WHEELS M.C. – 310 E. Philadelphia, Ontario, Calif. 91762. 714/983-2524.

MAJESTICS M.C. – 10919 Little Hen, Norwalk, Calif. 90650. 213/771-1716, 863-9233, 714/595-8489.

MARRIED WHEELS M.C. – 1241 Holt Blvd., Ontario, Calif.

MASTER LINKS M.C. –9143 E. Compton Blvd., Bellflower, Calif. 90706. 213/431-5003, 714/897-0250.

MAYWOOD M.C. – 6101 S. Atlantic Blvd., Maywood, Calif. 90270. 213/582-5748.

MONARCH M.C. – 901 N. La Brea, Inglewood, Calif. 213/671-7609.

NOMADS COMPETITION CLUB – 10925 Colima Rd., Whittier, Calif. 213/941-5716.

NORWALK CENTAURS M.C. – 12630 Whittier Blvd., Whittier, Calif.

ORANGE COUNTY M.C. – Trask & Newhope, Garden Grove, Calif.

ORANGE COUNTY SIDEWINDERS M.C. – 5321 Santa Rita Ave., Garden Grove, Calif. 92645. 714/530-2010, 897-4390.

OXNARD M.C. – P.O. Box 1094, Oxnard, Calif. 93030. 805/483-1590.

PACIFIC COAST M.C. – 5931 La Beck, Bell Gardens, Calif. 213/773-6810, 634-2629.

PASADENA M.C. – 21 E. Howard, Pasadena, Calif.

PERRIS VALLEY M.C. – P.O. Box472/371, Perris, Calif. 92370. 714/657-2242, 657-3678.

PLONKERS TRIALS CLUB – c/o Dee Dee Earl, 2666 Jackson, Long Beach, California.

POWDER PUFF ASSN. – 206 Via Pasqual, Redondo Beach, Calif. 90277. 213/375-0737.

PROSPECTORS M.C. – c/o Earl Wilson, 1547 W. 219th St., Torrance, Calif. 90501. 213/328-5214.

RAMS M.C. – 14301 Van Owen Blvd., Van Nuys, Calif. 91405. 213/896-2541.

RED DOTS M.C. – 2755 Dicturn St., Los Angeles, Calif. 90065. 213/255-8536.

RIDGE RIDERS TRAIL CLUB – 149 Apricot St., Oakview, Calif. 93022. 649-1960.

RIM RUNNERS M.C. – 4622½ N. Bresee, Baldwin Park, Calif. 91706. 213/337-9668, 714/983-4921.

RIVERSIDE M.C. – 8213 Marie St., Riverside, Calif. 92504. 714/688-5484.

RIVERSIDE BOMBERS – 4160 Homewood Ct., Riverside, Calif. 92506. 714/684-5456.

ROAD KINGS & QUEENS M.C. – 4762 Mission Blvd., Ontario, Calif. 714/627-1495.

ROAD RAMBLERS – 11503 E. 214th St. Lakewood, Calif.

ROAD RIDERS M.C. – 3044 Jackson St. San Gabriel, Calif.

ROUGH RIDERS M.C. – P.O. Box 516, Paramount, Calif. 213/633-4368.

ROYAL RIDERS M.C. – 3044 N. Jackson St., San Gabriel, Calif.

SAFARI TRAIL RIDERS – P.O. Box 2274, South Gate, Calif. 90280. 213/923-3601, 422-2092.

SAN BERNARDINO VALLEY M.C. – P.O. Box 5195, San Bernardino, Calif. 92408. 714/822-2252, 714/792-4981 – Geo. Gruver, Sec. & Tres.

SANDBLASTERS M.C. – P.O. Box 5709, China Lake, Calif.

SAN GABRIEL VALLEY M.C. – 5343 N. Peck Rd., El Monte, Calif. 91732.

SAN PEDRO M.C. – 1658 Morse Dr., San Pedro, Calif. 213/833-4451.

SCRAMBLERS M.C. – 12526 Admiral Ave., Los Angeles, Calif. 90066. 213/397-3918.

SIDEHACK ASSOCIATION – 3300 Carlyle St., Los Angeles, Calif. 90065. 213/257-7132, 353-8719, 354-4966.

SIDEWINDERS M.C. – P.O. Box 142, Trona, Calif. 93562. 714/372-5553, 372-4869.

SIMI VALLEY M.C. – P.O. Box 387, Simi, Calif. 93065. 805/527-3641, 526-3640.

SINNERS M.C. – 2422 Riverdale Ave., Los Angeles, Calif. 90031. 3822 W. 183rd St., Torrance, Calif. 213/222-2720, 323-5741.

SLED RIDERS M.C. – 1762 Camros St., Anaheim, Calif. 714/772-7937, 714/879-8362

SNIVELERS M.C. – 10451 Qunn Ave., Whittier, Calif. 90605. 213/944-4841.

SOCIAL RIDERS OF SAN BERNARDINO M.C. – 11th & E Sts., San Bernardino, Calif. 92402.

SOUTHERN CALIFORNIA M.C. – 4445 Ethel Ave., Studio City, Calif. 91604. 213/783-5450.

SOUTHERN CALIF. ROAD RIDERS COMM. – P.O. Box 456, San Gabriel, Calif. 91778. 714/622-5417.

SPINNIN' SPOKES M.C. – 15742 Bluebird Ln., Huntington Beach, Calif. 714/893-6811.

SPARTAN RACING TEAM – 4731 Casa Oro Dr., Yorba Linda, Calif. 92686.

SPOKEBENDERS M.C. – P.O. Box 296, Lawndale, Calif. 90260. 549-1643, 213/371-7295.

SPORTSMEN M.C. – 10067 Mission Blvd., Riverside, Calif. 92509. 714/685-8170.

S.P.O.R.T. M.C. – P.O. Box 1015, Tustin, Calif. 92680. 213/838-2812.

STUMP JUMPERS M.C. – 909 N. Anaheim Blvd. or 913 N. Lemon No. 4, Anaheim, Calif. 92805.

SUNLAND SHAMROCKS M.C. – P.O. Box 515, Sunland, Calif. 91040. 213/352-5255.

THIRTEEN REBELS M.C. – 3346 Century Blvd., Lynwood, Calif. 90263. 213/638-4864.

TOPPERS M.C. – 4614 Merced Ave., Baldwin Park, Calif. 91706. 213/338-3070.

TRAIL DUSTERS M.C. – Downey, Calif. 714/827-2634, 213/632-8986.

TT M.C. – P.O. Box FA, Westminster, Calif. 92683. 213/636-1997.

TWIN WHEELERS M.C. – 2701 Alvarado St., Oxnard, Calif. 93030. 714/485-5201.

VALLEY TRAIL RIDERS ASSN. – 13226 Keswick St., North Hollywood, Calif. 91605.

VENTURA & SANTA BARBARA COAST RIDERS – 1346 W. Poplar St., Oxnard, Calif.

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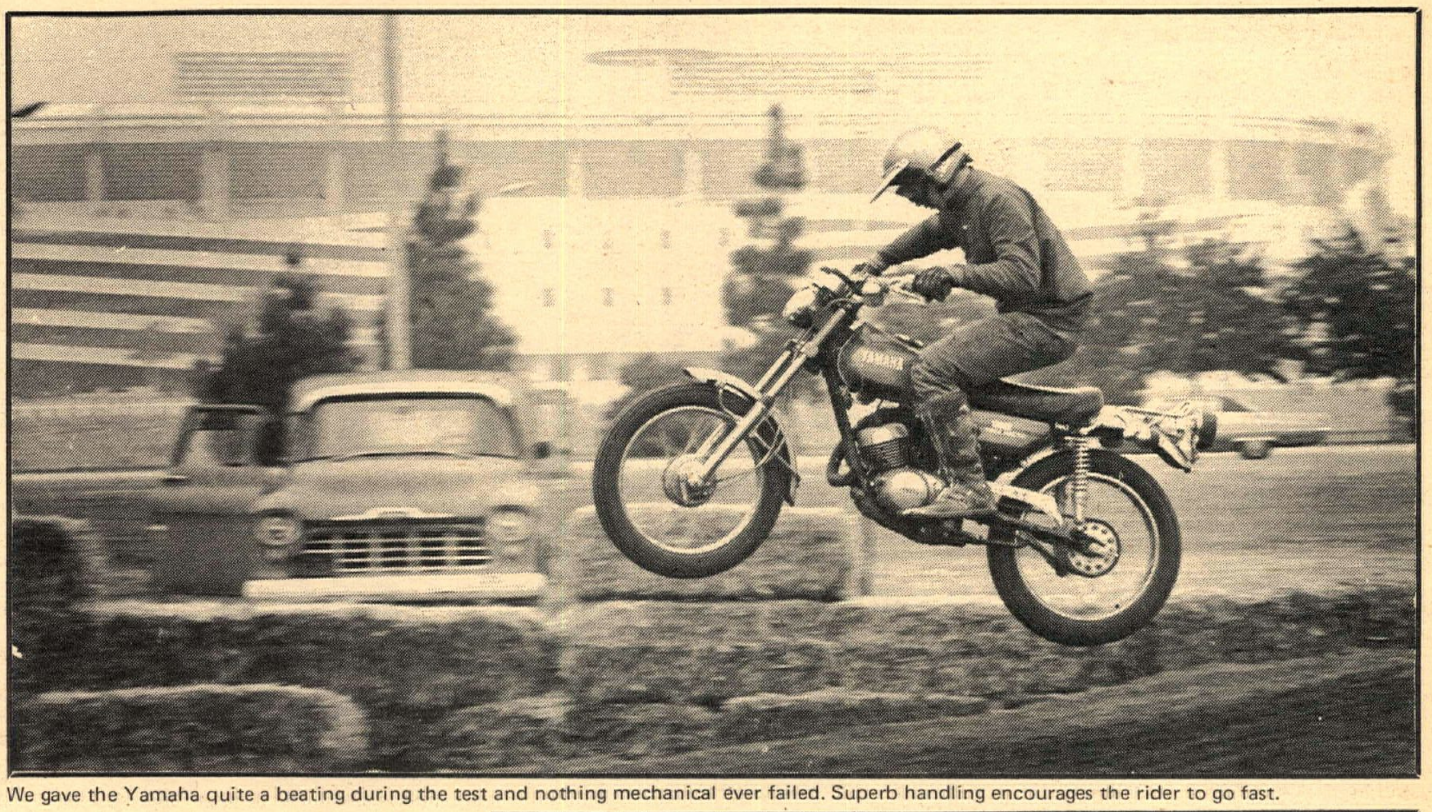


We gave the Yamaha quite a beating during the test and nothing mechanical ever failed. Superb handling encourages the rider to go fast.

The rack in the back, however handy, was not mounted on straight, nor would it ever be, the way it was designed. Annoying, but harmless.

Now here's the head-scratcher. We got a flat, which is no big deal. Seems like every bike we get has a flat sooner or later. Dismounting the rear wheel proved to be a minor chore and the bead popped off the rim with little difficulty. Upon examing the tube, we found it had been mysteriously shredded in several spots by a piece of metal. We looked inside the tire and found the culprit — a two-inch broken-off end from a round file. We haven't the slightest idea how that thing got in there, but it was obviously there when we picked up the bike.

Bolts fell off out here and there. One of the front fender mounting bolts fell off somewhere along the way and so did the two screws that hold the electric starter button to the hand control. The bolt that secures the rear taillight to the fender dropped out. We can't really blame that on the factory, however, because owners' manuals always advise one to check bolts periodically. We tightened important bolts like the engine mounts and swinging arm jobbers, but not these. Serves us right.

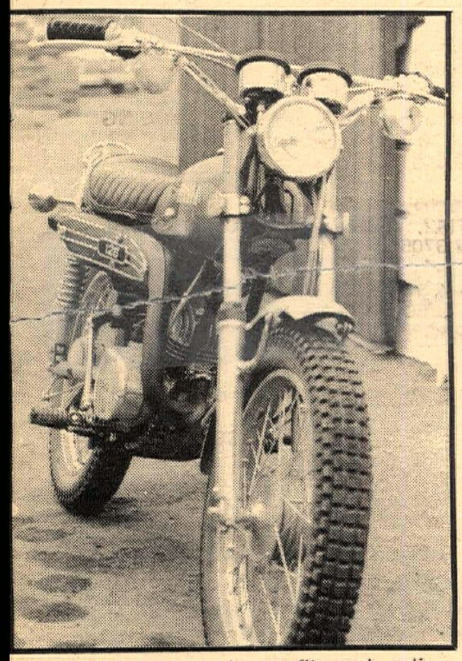
Extensive trailing is sure to lead to the destruction of the rear turn signals. We knocked off one with no real effort. When we tried to remove the other one to prevent an instant replay (one tends to feel guilty about breaking someone else's property, rich factory or not), we found out that you needed a special bolt. The same bolt that holds the indicator in place holds the rear fender to the frame.

These experiences point out the necessity for the buyer to make sure he is not afraid of turning a wrench every now and then and that he buys from a reputable dealer in the first place.

The AT-2 is a super-sophisticated, durable piece of machinery. Although we experienced some bothersome failings, these can be easily avoided and in no way detract from the overall superlative engineering. It is reliable as anything in its class, is capable of taking a lot of abuse, and can be beefed up to nearly twice its current capacity. To top it off, it costs a measly $429.

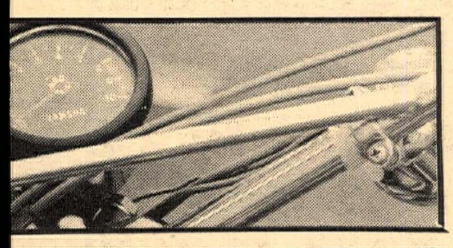
Joy to the world.

—DS



The AT-2 has a slender profile and styling that is, for the most part, sanitary. Brakes work well for all condition.

This is the Yamaha at its best; playing in the dirt.



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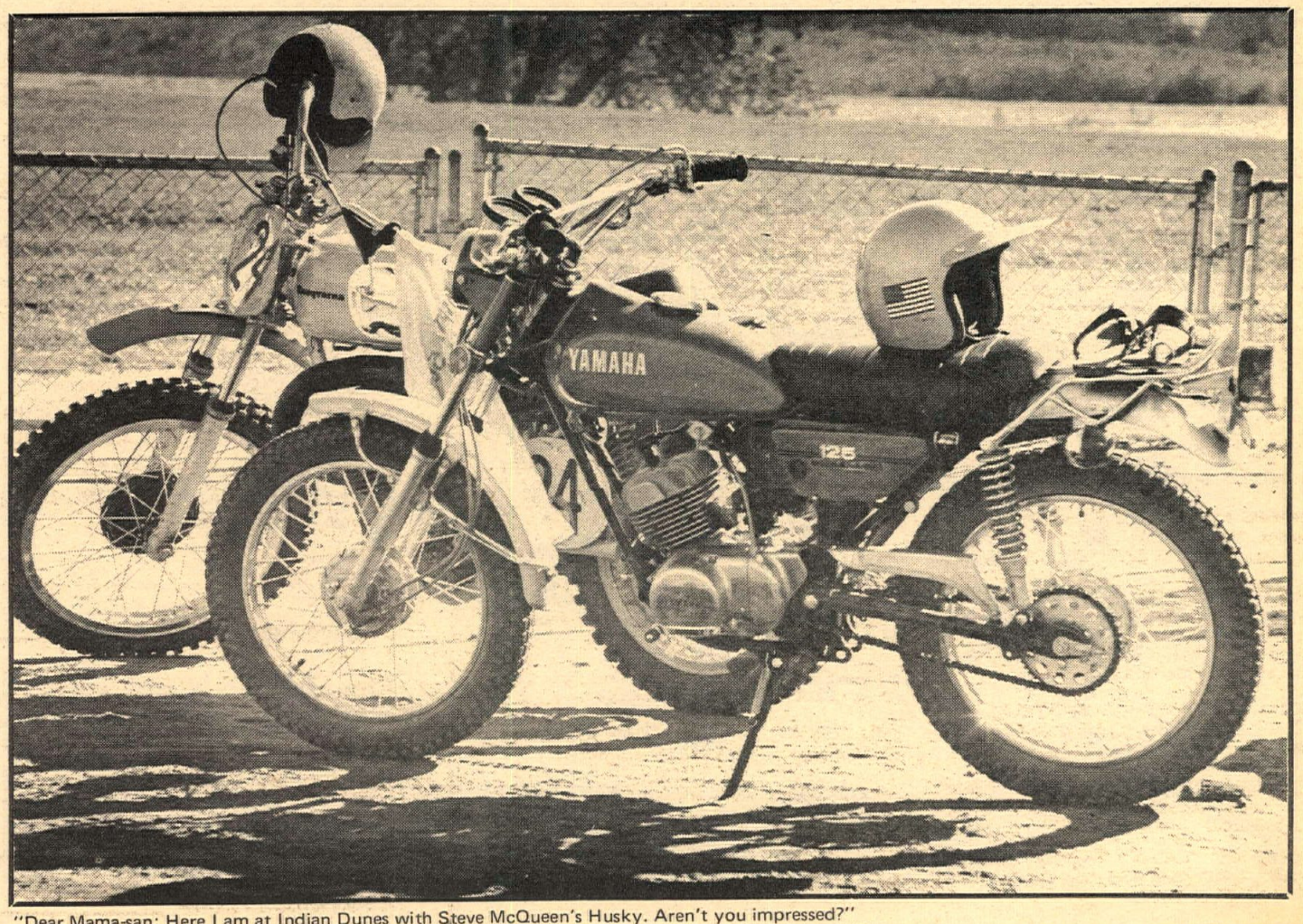

"Dear Mama-san: Here I am at Indian Dunes with Steve McQueen's Husky. Aren't you impressed?"

Smith, Hosford Win. Hacks

By Ed Drechsler
Photos by Larry Groves,
Al Duke and Ed Drechsler

ADELANTO, CAL., Jan. 23, 1972 — Sunday was a very foggy day in the Los Angeles Basin. It probably scared a few riders away from making the short jaunt into the high desert for the Dist. 37 Rough Scrambles point run at 395 Motorcycle Park. Those who braved 15 MPH freeway speeds at near zero visibility were treated to a beautifully clear day as they crested the Cajon Summit. They also missed another action pack day which is becoming so typical of Dist. 37 events these days.

The course was essentially the same as used two weeks back, except that you broke the course with a hard left at the absolute beginning of the sweeper. Today's course had deeper sand than before but it was ridable with K70's attached.

New attractions at 395 Cycle Park included an honest to goodness pit parking area for competitors and a three foot chain link retaining fence running the length of the straightawy for retaining over eager spectators.

Scott Smith jumped to the lead of the first 125 Expert moto. T&O rider Bob Hosford charged up from a bad start to pass Scott at the end of the first lap. John Rice passed Scott in the second lap as Scott seems to be rapidly loosing power from a faulty exhaust pipe connection (the pipe jumped out of place). It now became a race between Hosford and Rice. Scott manages to hang in there for a third. Rice was riding theheck out of his Puch, slowly catching Hosford, but the checkered flag sends the first moto into history with Hosford, Rice and Smith finishing in that order.

The second moto saw Hosford out of it with an apparently seized piston. Scott won and Rice took second.

The third moto saw Smith and Rice leading the field and Hosford in last place. Bob's crew managed to free the stuck piston with lots of oil, but Bob seems to have some other problem. Hosford was now on the move and passed three riders in the first lap. Over the jump and into the right hander Bob took out a Bultaco rider to secure a last place. K&N Yamaha's Smith won with Rice second and hard charging Ed Steffen third overall.

T&O rider Bob Hosford sails through space on his box stock Yamaha. Bob and his machine were class winners.

The 250 Expert first moto had Mike Myers jump to the lead with Hosford on his tail. Hosford tried to drop a wheel under Mike but couldn't seem to pull it off. Several hundred yards later, Bob got Mike in the rough stuff. Mike and Bob appeared to be mounted on equally powerful Yamahas. It is interesting to note that Hosford's Yammie is box stock ('72 model) with factory Auto-Lube still in use.

After a series of first turn crashes and restarts, Hosford won the second moto with Myers out with a bad coil connection. Hosford learned to ride a motorcycle in Ascot Park's parking lot,

An unidentified Novice tries a new jump attitude.

being tutored by Tom Rockwood. Bob is 19 years old and attending Harbor College. With only three years of serious competition behind him, his potential seems endless.

The third moto saw K&N's Myers in the lead, holding it. Hosford fought through the pack to sneak under Mike just before the jump. Myers hung in there to set up Hosford at the White Flag. Bob fell in behind Mike, only to recapture the lead at that same turn before the jump and went on for an overall win.

The 500 Expert moto saw six Maicos and a lone CZ line up. We had people like Steffens, Rice. Redding. Sexton,

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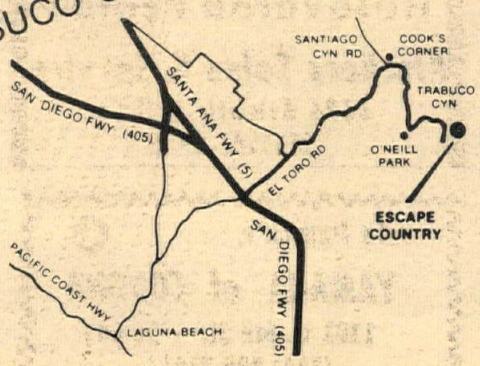

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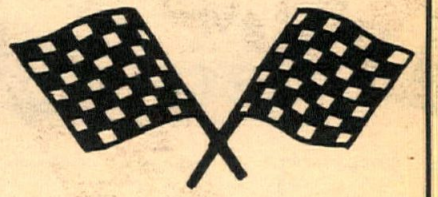

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QUESTIONS AND ANSWERS

By Rod Breaker

Hello, Rod,

I have one of those twin port 250cc CZs, a 1968. As long as I have had my twin port, it has been difficult to kick start. (Once started, it beats most 360s.) Well, I thought the problem was carburetion so I bought a 28mm Mikuni. This carb seemed to help the problem of starting some but it is not consistent.

Today it started on the third kick and was running great. I put in the right main jet and the plug, a PAL, was a beautiful brown. Everything seemed fine.

After shutting it off and trying to start it again, it wouldn't. Finally it did start but it ran for only a few seconds and then quit on me at about 2000 rpm, as if the ignition was shut off. Fifty kicks later it started again and repeated what I just explained.

I have heard that the twin ports have bad ignition systems and that I should replace mine. But this doesn't sound right since it has started, sometimes.

Please help me. I've had the problem for a year and a half.

BRIAN HOUGH
West Linn, Ore.

I don't recall any stories about twin port CZs having faulty ignition systems. You missed a good chance to find out about yours while you were giving it the fifty kicks. After the first few kicks, you should have checked your ignition to see if you were getting a good spark. First take out the plug and lay it against the cylinder head with the high tension lead attached and kick the machine over to check for a good strong spark.

If you do not have a good spark, this does not necessarily mean that the ignition is bad; it could be shorting out inside the plug. Put a small nail or screwdriver blade into the plug cap and hold it about a half inch away from the head while kicking the machine over. The spark should jump this gap. (An alternate method is to tell your wife or girl friend to hold the plug while you kick the machine over. Whether or not you have a pick her up off the ground will attest to the condition of your ignition system, but it will not endure you in their hearts. Besides, they are only good for this one time.) Once you have ascertained that you have a good spark, you can go on to look for other problems.

Keep in mind that you only need three basic things to make an engine operate, (1) COMPRESSION, sufficient to allow the mixture to combust. (2) FUEL, a *correct* air-fuel mixture. (3) SPARK, sufficient to ignite the fuel *at the correct time*. By working on these three basic ideas, most problems of non-starting engines can be diagnosed.

You claim you have had this problem for a year and a half but you don't mention having any engine work done on it. If this is true, you might not only be lacking in engine compression, but your crank seals could be bad as well. This is one of the principles of the two-stroke engine; there must not only be good compression above the piston, but there must be good compression (and a vacuum) below the piston. As you may or may not know, on a two stroke, the vacuum created in the crankcase on the upstroke of the piston is what is used to draw the fuel from the carb into the bottom end, as the piston compresses this mixture on the downstroke, it is forced into the combustion chamber when the piston passes the transfer ports. To allow the crank to turn on ball bearings and still have a tight seal, each side of the crank case is sealed by the use of a special oil seal, usually having a double lip. If this seal is old and worn, it will relieve the vacuum on the upstroke and the compression on the down-stroke, allowing little or no fuel to get to the combustion chamber.

These are a few of the things that you can check out, but if you have been racing it for a year and a half and haven't worked the engine over, it is probably just good and tired.

ROD

I am planning to start racing motocross and I have a 125 Enduro with an electric starter. I would like to know if there is some way I could hook it up so I wouldn't have to use the battery. Or is there something you can buy to take the place of the battery?

ROBBIE STORM
San Diego, Calif.

I have not had an opportunity to have to try to convert a 125cc Yamaha Enduro to a magneto, but from previous experience with other makes, you would have to have the end of the crank turned down to accept the taper of a magneto flywheel. This is one disadvantage of the starter-dyno setup: it seems that the taper for the armature is always different. I haven't had a chance to check with Yamaha, but perhaps they have had many requests for this same problem and have come up with a magneto to fit that flywheel. I would suggest you check with your local dealer.

While the Japanese generators put out a good amount of juice and you may be able to run it without the battery, I would not recommend it as it puts quite a strain on the electrics. Also, one idiosyncrasy of this system might be that you will have to push-start it each time.

ROD

Dear Rod:

I have a '69 Triumph TR6R, single carb. My problem is a carb fuel leak. I've replaced the float and shutoff valve, sealed everything up, but I still have a leak.

I don't use my bike every day. After using it, the leak stops after two days of idleness, then it comes right back.

Hope you can help me.

LUCIEN R. BIRON
Oxnard, Calif.

You left me a little short on information. First, does it have a monobloc or a concentric carb?

On the monobloc, the usual fuel leak (other than a bad float needle) comes either from the float cover being tightened too much, thus causing it to warp so that even a new gasket will not stop the leakage, or else from the red fibre washer that is between the carb body and the jet block. When a rider changes the main jet, he will usually just put a wrench on the jet cover and when he turns it, the jet block comes loose instead. If the red fibre washer is an old one, it is sure to leak even though you tighten it back up again and the only remedy is to replace it.

On the concentric carbs, the usual problem is with the float chamber gasket itself. For some reason, the material that it is made from has a tendency to get soft and soggy right over the float hinge pin, allowing the pin to raise slightly and thus creating a flooding situation that can be cured temporarily by replacing the gasket. You should make a small dimple in the float chamber right next to the slot for the hinge pin. Just make it with a small punch or nail so that you have to snap the hinge pin into place. Then, if the gasket goes bad, the pin won't lift. As I said, you didn't give me much information. You forgot to mention where the fuel was leaking from on the carb.

Another factor could be if you stand it on the side stand instead of the center stand, oft times this will cause the float to cant a bit and create a leak. You also stated that you installed a new shutoff valve (by this I figure that you mean a new petcock). If so, I find it hard to believe that it will still leak unless you are failing to turn the valve off when you park it. One last resort: check to see if possibly the fuel might be leaking down from the tank around the threads of the petcock and following the line down to the carb and then running off the carb to give the illusion of the carb leaking. This would account for the two day delay in the leak, if it is slow enough. Install a new gasket or red fibre washer under the petcock or go to your local hardware store and obtain some "ribbon dope" used by plumbers and wrap it around the threads of the petcock before installing it in the tank. (For you custom riders, this works very well to protect your fancy paint job from fuel that eats under the paint at the petcock and ruins the paint.)

ROD

Dear Sir:

I have a Penton 125, 1972 model that constantly misses gears when I downshift.

Any help you could give me would be greatly appreciated.

A. W. FINGER
Austin, Texas

Dear A.W.:

The last word that I received on the Penton shifting problem was that they have a transmission modification that is supposed to eliminate it. If your dealer has not received a bulletin on it, you might ask him to inquire about it to the importer. It does sound like your particular problem might be in the adjustment of the throw of the shifter since you have this problem on the downshift. You could check this out.

Congratulations to the Cowboys.

ROD

Dear Mr. Breaker:

I want to put a 500x16 wheel and tire on the rear of my Sportster. Please advise me how to do this. Also, I would like to put a disc brake on this wheel.

KENNETH RENNES
Springfield, Ill.

You are getting into the custom field (which is not my bag) but spoking a wheel is a rough job for the beginner for the first couple of times. After a while it becomes duck soup. If you really want to do it yourself, I believe that North American Imports, Box N, Mojave, CA 93501 has a pamphlet on how to do it and will supply you with the correct length spokes and even the 16-inch rim if need be.

As for the disc brake, I don't know of anybody that makes one for the Sportster, but you can contact Howard Barnes of Barnes Alloy Sprocket Specialties, 10146 Stag St., Sun Valley, CA 91352. If anybody can set you up with a disc brake set-up, Howard can. He supplies most of the disc brakes used by the nation's top motorcycle racers.

ROD

Hi, Rod,

I wanted to motocross my Ossa Pioneer but I soon found out my Telesco forks couldn't hack it. I've got 40-weight oil and 2-inch spacers in each leg and they still bottom out!

I just can't afford new forks right now but am getting desperate. Can you help me?

AT-1 C.E. VARNELL
San Francisco, Calif.

As you have an FPO number, I gather that you are stationed overseas. If this is so, you might be in trouble. With the two-inch spacers you have installed in the forks, I would assume that the bottoming out that you are experiencing could possibly be coil bind. (If you weigh more than 300 lbs., forget it.) This means that the springs are too weak and they are just collapsing. The only remedy for this is to install stronger springs, if possible. Try to obtain some that are progressively wound since they get stronger as they collapse more.

One other thing could be the amount of oil you are putting in the forks. Check your comprehensive owners and riders handbook or contact your local dealer to make sure you are putting the correct amount into each leg.

ROD

Dear Sirs,

About a month ago in your Home Workshop you had an article about the Micro-Time. I've written them and asked them if it will work on my Yamaha HT-1 with the off-center spark plug but they just sent me some brochures on it.

Do you know if it will work?

ROBERT M. FUDGE
Upland, Calif.

The one drawback of the Micro-time is the fact that if the plug angle is too severe, you are apt to wedge the plunger instead of pushing it up when you are setting it. The off-set plug hole is not the determining factor; what does enter into it is the angle of the dome of the piston. While Micro-Time includes a formula to figure the distance change for the angle change of the plug hole, this can alter if the rod moves across a dome. They are working on a device to be used on these machines, but it will probably require the removal of the head, or possibly the rod will be mounted so that it can swivel to a straight-up position. They realize this problem and are working on a solution. As soon as I hear something, I'll get it into print.

ROD

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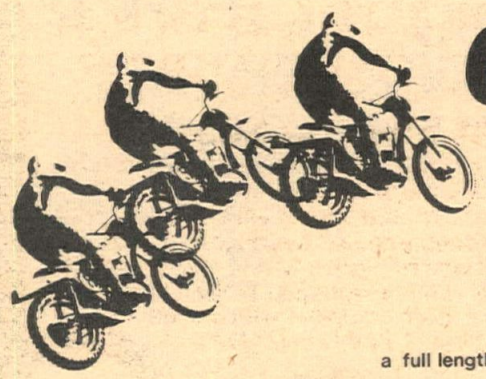

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27 STOckton, Civic Auditorium
30 REDDING, Civic Auditorium
31 Feb. 1 SACRAMENTO Memorial Auditorium
FEB. 2, 3 SAN RAFAEL, Marin Veterans Auditorium
4, 5 OAKLAND, Oakland Auditorium
9 MODESTO, Covell Modesto Theatre
10 MONTEREY, Fairground Exhibit Hall
12 FRESNO, Community Theatre 7 & 9 p.m.
14 BAKERSFIELD, Ed. Center Auditorium
15 SANTA BARBARA, Lobero Theatre
20 SANTA MONICA, Elks Club No. 906 6 & 8 p.m.
21, 22 PASADENA, Civic Auditorium
23, 24, LONG BEACH, Pacific Terrace Center
25 thru 28 DOWNEY, Community Theatre 7 & 9 p.m.
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Standings

(Cont'd. from page 17)

722.	R. D. Bates	2	Nov
723.	Joseph Sheppard	2	Nov
724.	Phil Camitses	2	Nov
725.	Toby Taki	2	Nov
726.	Mike Biddlingmeier	2	Nov
727.	Dennis Alderete	2	Nov
728.	Mel Lindell	2	Nov
729.	William Carlson	2	Nov
730.	Donald Donning Jr.	2	Nov
731.	Ron Schneiders	2	Nov
732.	William Main	2	Nov
733.	Tom Culp	1	Am
734.	Toney Torres	1	Nov
735.	Pat McKinney	1	Nov
736.	Robert Atkins Jr.	1	Nov
737.	Mike Dunsworth	1	Nov
738.	Bill Retzer	1	Nov
739.	Ron Reneker	1	Nov
740.	John Logan	1	Nov
741.	Robert Littlefield	1	Nov
742.	Bill Ogden	1	Nov
743.	John Marsh	1	Nov
744.	Thomas Smith	1	Nov
745.	Stanley Dalton	1	Nov
746.	Kenneth Hasten	1	Nov

LIGHTWEIGHT CLUB

	Name of Club	Pts.
1.	Chargers	12,736
2.	Checkers	11,046
3.	Prospectors	9,296
4.	Buzzards	8,754
5.	San Gabriel Valley	6,873
6.	Antelope Ramblers	6,524
7.	Invaders	5,981
8.	Masterlinks	5,964
9.	Victors	5,944
10.	Cactus Cats	5,837
11.	Sled Riders	5,669
12.	Desert Turtles	4,796
13.	Rams	4,796
14.	SpokeBenders	4,344
15.	One Hundred's (100's)	4,142
16.	Four Aces	3,712
17.	Desert Knights	3,040
18.	Vikings	2,878
19.	So-Cal.	2,388
20.	San Bernardino Valley	2,303
21.	Lost Coyotes	2,269
22.	Shamrocks	1,930
23.	Highsiders	1,742
24.	Desert Foxes	1,292
25.	ViewFinders	1,120
26.	Orange County	1,078
27.	Red Dots	1,013
28.	Desert M/C	996
29.	StumpJumpers	948
30.	Crestline	876
31.	Dirt Diggers	644
32.	Rim Runners	589
33.	Simi Valley	571
34.	Ridgecrest	538
35.	Foothill Hawks	424
36.	Barstow M/C	402
37.	Desert Daisy's	354
38.	Endovers	286
39.	Bushmasters	204
40.	Gripsters	191
41.	Jackrabbits	183
42.	SandBlasters	148
43.	Chapparals	65
44.	Huntington Beach	53
45.	Desert Vipers	51
46.	HillToppers	40
47.	SideWinders	30
48.	Check Point M/C	29
49.	Banditoes	18
50.	Lightwgts M/C	12
51.	Pasadena	8
52.	Sinners	4
53.	Brush Busters	0
54.	Calif. Enduro Association	0
55.	Claim Jumpers	0
56.	Coachella Valley	0
57.	Dusters	0
58.	Grey Hounds	0
59.	Lost Angels	0
60.	Riverside Bombers	0

HEAVYWEIGHT CLUB

	Name of Club	Pts.
1.	Checkers	21,130
2.	So. Cal.	12,096
3.	Victors	8,532
4.	Sled Riders	8,194
5.	Viewfinders	7,422
6.	SBVMC	6,679
7.	SGVMC	5,989
8.	Shamrocks	5,168
9.	Desert MC	4,304
10.	Barbarians	2,868
11.	Desert Knights	2,722
12.	Vikings	2,558
13.	Prospectors	2,239
14.	Cactus Cats	1,979
15.	Spokebenders	1,859
16.	ARMC	1,587
17.	Buzzards	1,520
18.	Master Links	1,386
19.	Rams	1,275
20.	Invaders	1,123
21.	SVMC	1,040
22.	OCMC	981
23.	100's	929
24.	Four Aces	838
25.	Desert Turtles	764
26.	Lost Angels	718
27.	Jack Rabbits	652
28.	Lost Coyotes	636
29.	Badgers	514
30.	Hi Siders	483
31.	Riverside	471
32.	Stump Jumpers	446
33.	Snivelers	431
34.	HBMC	322
35.	Dirt Diggers	315
36.	HillToppers	253
37.	Crest Line	238
38.	Dusters	236
39.	Foothill Hawks	224
40.	Chargers	200
41.	CEA	196
42.	Desert Foxes	175
43.	Sand Blasters	160
44.	Side Winders	141
45.	Desert Vipers	121
46.	Rim Runners	87
47.	Red Dots	79
48.	Desert Ducks	68
49.		
50.	Bush Busters	58
51.	Pasadena	57
52.	Sage Brushers	55
53.	Endovers	43
54.	Road Runners	27
55.	Desert Cheetahs	18
56.	Gophers	18
57.	Bandidos	15
58.	Brush Busters	8
59.	Barstow	5

SCRAMBLES
Elsinore Raceway
Elsinore, Calif.
Jan. 15, 1972
By Bob DeGasser

MINI
D. Nicol Ste
W. Wong Ste

POWDER PUFF
P. Bales Mon
ID. Carr Kaw

100 NOV. 1st MAIN
D. McMillin Kaw
D. Tanner Kaw
M. Ochs Kaw

2nd MAIN
S. Nicol Suz
M. Upton Kaw
R. Aguirre Kaw

125 NOVICE
D. Reese Yam
D. Muirhead Yam
D. Tanner Kaw

200 NOVICE
D. Reese Yam
T. Pruitt —

250 NOV. 1st MAIN
R. Filipi Yam
R. Riley Yam
M. Beck Oss

250 NOV. 2nd MAIN
G. Joala Yam
W. Tackett Bul
K. Evans Bul

500 OPEN NOV.
E. Farrand AE
C. Perrault Suz

SPEC. NOV.
T. Drew Bul
R. Saindon Yam
R. Riley Yam

100 AM/EX.
T. Fisher Kaw
A. Pettit —

125 AM.
R. Sexton —
J. Daniels —

125 EX.
L. Bird Yam
R. Dobbins Yam

200 & 250 AM.
M. Revels Bul
R. Roderick Oss

250 EX.
V. Hannon Kaw
S. Sivadge Yam

500-OPEN AM/EX.
L. Bockay Yam
R. MacEwen Yam

SPEC. EX.
R. MacEwen Yam
J. Hendry Yam

SWEEPER
L. Bird Yam

WINTER SCRAMBLES
Woodland, Wash.
Jan. 2, 1972
By N.A. Williams

100cc TROPHY DASH
Rupert Dykstra Yam

A MAIN
Rupert Dykstra Yam
Mac McKeown Kaw
Chuck Anderson Kaw

B MAIN
Diane Cox(forfeit) Suz
Bill Keyser Pen
Vic Anderson Hod

C MAIN
Vic Anderson(forfeit) Hod
Steve David Kaw

CONS.
Greg Hanson Hod

200cc TROPHY DASH
Rupert Dykstra Bul

A MAIN
Rupert Dykstra Bul
Don Dodge Kaw
Brad Tibbets Bul

200cc B MAIN
Bob Wiggins Yam
Gary Noren Yam
Mark Noren Yam

C MAIN
Gary Noren Yam
Buddy Byrd Ric

CONS.
Gary Fisher Kaw

250cc TROPHY DASH
Bill Cook Mai

A MAIN
Gary Kapus Yam
Bill Cook Mai
Larry Mascotte Mai

B MAIN
Brad Murray Yam
Dave Egli Mai
Brad Tibbets Bul

C MAIN
Brad Tibbets(forfeit) Bul
Brad Taggart Yam
Brad Taggart Yam

250cc CONS
360cc TROPHY DASH
Gary Kapus Yam

A MAIN
Gary Kapus Yam
Bill Cook Mai
Brad Murray Yam

B MAIN
Brad Murray(forfeit) Yam
Charlie Brown Yam
Brad Taggart Kaw

CMAIN
Brad Murray(forfeit) Yam
Bob Faister Yam

CONS.
Steve McCabe(forfeit) Yam

OPEN CLASS MOTO
Jim Herschback Suz
Neal Hulet Hon
Walt Drake Hus
Howard Bushman BSA
Butch Knitter AJS

RESULTS

MOTOCROSS
Sprockets M.C.
Wichita, Kans.
Jan. 9, 1972
By Karen Hartman

125 JRS.
Brad Leech —
Daryl Cox Zun
Tom Doherty —

250 SRS.
Gary Witt Yam
Thomas Tredway Mai
Loy Burnett Kaw

OPENS SRS.
Thomas Treadway Mai
Bud Lee Hus

125 SRS.
Marvin Whitham Yam
David Dixon Yam
Gary Van Sickle Suz

OPEN JR.
Rick Henks Suz
Bill Kinley Suz
Clay Turner CZ

250 JRS.
James Martinez Hus
Jerry Atkinson Mai
Bill Shumway AJS

CMC MOTOCROSS
Rawhide Park
Elsinore, Calif.
Jan. 23, 1972
By Buzz Baty

100 JR. DIV. 1
G. Boozell Hod
D. Bergren Hon
C. Yoder Ric

100 JR. DIV' 2
S. Ferko Hon
K. Anes Yam
J. Felton Yam

125 JR. DIV. 1
J. Bunn Ric
J. Keck DKW
M. Redden Yam

125 JR' DIV. 2
D. Andersen Yam
C. Nettleton Yam
G. Poole Bul

125 JR. DIV. 3
R. Ruckman Pen
D. D'Amico Yam
S. Thomas CZ

125 INT.
M. Smith Pen
R. Brooks Suz
J. Beck CZ

125 EX.
J. Beauchamp H-D
D.Rodgers Bul
R.Loper Bul

250 JR DIV I
D.Hazlett Yam
M.Maruniaik C-Z
W.Craghead C-Z

250 JR DIV II
C.Williams ---
B.Kerr C-Z
R.Derieux C-Z

250 JR DIV III
R.Jones Bul
M.Quisenberry C-Z
R.Macy Mai

250 JR'DIV IIII
K.Burdick C-Z
G. Briles C-Z
J.McAlpine Bul

250 INTL
L. McCarty Bul
B.Gray Bul
L.McCarty Bul
B.Gray Bul
D. Carlson C-Z

250 EXP
M. Tripes C-Z
P.Lampuu Mon
C.Cole Bul

500 JR DIV I
J. Van Dellon Mai
D.Bishop C-Z
B.Bickel Hus

500 JR DIV II
J.Mercier Mai
M.Don C-Z
P.Bakkedhal C-Z

500 INT
C. Howell Hus
S. Brown Mai
V.Schmidt C-Z

500 EXP
G. Harris Hus
J. DeSoto Suz
M. Nohr Mai

MOTOCROSS
Baymare Park
Moorpark,Calif.
Jan.23,1972
By Art Cox

100cc DIV I
Dan Grant Ya
Tony Porto Ho
Scott Moreland Ya

100cc DIV II
Jim Gappa Ho
Keg English Ho
Morgan Malocco Ya

125cc DIV I SEC A
Charlie Angel Ya
Jeff Black Ya
Don Carlson Ya

125cc DIV I SEC B
Steve Sparkes * Bu
Janene Pennington * Bu
Kent Rollins A-
Scott Harris Pu

125cc DIV II SECT A
Fred Joehner Pu
Jon Grant Ya
Marty Truman Bu

125cc DIV II SECT B
Dennis Haile Bu
Steve Rawson Pu
Kevin Tucker Bu

250cc DIV I
Jon Smith Ma
Bruce Eddy ----
Ron Kasowski Ma

250cc DIV II SECT A
Jim Hale B Bu
Scott Hartley C-
Jim Hendricks C-

250cc DIV II SECT B
Bob Fortier Ma
Ken Myers Bu
Gary Doane C-

OPEN DIV I
Gary Lunsford Hu
Rich Lawson Hu
Fred Joehnck Pu

OPEN DIV II
Bill Kelly Hu
Steve Rawson Su
Geoff Pelham Bu

* DENOTES TIE

1972 DISTRICT 35 RACE SCHEDULE

FEBRUARY
6 — Motocross, Pathfinders MC, Dunlap
6 — Scrambles, North Kern MC, 1st Annual DP, Delano
6 — Motocross, Lompoc Slo Pokes, MC, Santa Maria
13 — 32nd Annual Cal Poly High Mountain Enduro
20 — Motocross, Fresno MC, Fresno
20 — Scrambles, Sprockets MC, Bakersfield
20 — Motocross, Santa Barbara Starters MS, Santa Maria
27 — Scrambles, Porterville Spinners MC, Porterville
27 — Motocross, Big Valley MC, Lemoore Naval Air Station

MARCH
5 — Scrambles, Kings County MC, Hanford, 6th Annual DP
5 — Motocross, Lompoc Slo Pokes MC, Santa Maria
11 — District 35 Council Meeting, Visalia Ramblers Clubhouse
12 — Scrambles, North Kern MC, Delano
12 — Short Track & Scrambles, Broad Sliders MC, Chowchilla
19 — Scrambles, Sprockets MC, Bakersfield, 10th Annual Tri-State DP
19 — Motocross, Fresno MC, Fresno
19 — Motocross, Santa Maria Motocross Club, Santa Maria
26 — Short Track & Scrambles, Broad Sliders MC, Chowchilla
26 — Motocross, Big Valley MC, Lemoore Naval Air Station
26 — Scrambles, Porterville Spinners MC, Porterville

APRIL
2 — Motocross, Lompoc Slo Pokes MC, Santa Maria, DP
2 — Scrambles, North Kern MC, Delano
7 — Short Track, Broad Sliders MC, Chowchilla, Nite
8 — Short Track, Sprockets MC, Bakersfield, Nite
9 — Scrambles, Fresno MC, Fresno, DP
9 — Sierra 100 Enduro, Explorer Post 305, Oakhurst
16 — Motocross, Big Valley MC, Lemoore Naval Air Station
16 — Scrambles, Madera MC, Madera
16 — Scrambles, Sprockets MC, Bakersfield
23 — Scrambles, Coalinga Trail Trotters, Coalinga, Horned Toad Derby
30 — Chicken Enduro, Pathfinders MC, Oakhurst
30 — Scrambles, Broad Sliders MC, Chowchilla

MAY
5 — Scrambles, Kings County MC, Hanford, Nite
5 — Short Track, Broad Sliders MC, Chowchilla, Nite
6 — Scrambles, Broad Sliders MC, Chowchilla, Nite
7 — Motocross, Lompoc Slo Pokes MC, Santa Maria
7 — Scrambles, Fresno MC, Fresno
12 — District 35 Council Meeting, Visalia Ramblers Clubhouse
13 — Short Track, Sprockets MC, Bakersfield, Nite
14 — Scrambles, Madera MC, Madera, UCP Benefit DP
19 — Scrambles, Kings County MC, Hanford, Nite
20 — Scrambles, Visalia RAmblers MC, Visalia, Nite, Benefit DP
21 — Motocross, Big Valley MC, Lemoore Naval Air Station
27 — Scrambles, Porterville Spinners MC, Tulare, Nite
28 — Scrambles, Sprockets MC, Bakersfield
28 — Scrambles, Sprockets MC, Bakersfield
28 — Scrambles, Fresno MC, Fresno
29 — Motocross, Pathfinders MC, Annual DP, Dunlap
29 — Motocross, Lompoc Slo Pokes MC, Santa Maria, 5th Annual DP

JUNE
2 — Scrambles, Kings County MC, Hanford, Nite
2 — Short Track, Broad Sliders Mc, Chowchilla, Nite
3 — Scrambles, Visalia Ramblers MC, Visalia, Nite
4 — Motocross, Lompoc Slo Pokes MC, Santa Maria
10 — Short Track, Sprockets MC, Bakersfield, Nite
10 — Scrambles, Porterville Spinners MC, Tulare, Nite
11 — Scrambles, Madera MC, Madera
16 — Scrambles, Kings County MC, Hanford, Nite
17 — Scrambles, Visalia Ramblers MC, Visalia, Nite
18 — Motocross, Santa Maria Motocross Club, Santa Maria, 1st Annual DP
23 — Scrambles, Porterville Spinners MC, Tulare, Nite
24 — Scrambles, Broad Sliders MC, Chowchilla, Nite
24 — Scrambles, Sprockets MC, Bakersfield, Nite
30 — Scrambles, Kings County MC, Hanford, Nite

JULY
1 — Scrambles, Porterville Spinners MC, Tulare, Nite
2 — Motocross, Lompoc Slo Pokes MC, Santa Maria
7 — District 35 Council Meeting, Visalia Ramblers Clubhouse
8 — Scrambles, Broad Sliders MC, Chowchilla, Nite
8 — Short Track, Sprockets MC, Bakersfield, Nite
9 — Scrambles, Madera MC, Madera
14 — Scrambles, Kings County MC, Hanford, Nite
15 — Scrambles, Visalia Ramblers MC, Visalia, Nite
16 — Motocross, Santa Barbara Starters MC, Tulare, Nite
23 — Short Track, Broad Sliders MC, Chowchilla
28 — Scrambles, Kings County MC, Hanford, Nite
29 — Scrambles, Visalia Ramblers MC, Visalia, Nite, DP

AUGUST
4 — Short Track, Broad Sliders MC, Chowchilla, Nite
5 — Scrambles, Porterville Spinners MC, Tulare, Nite
6 — Motocross, Lompoc Slo Pokes MC, Santa Maria
11 — Scrambles, Kings County MC, Hanford, Nite
12 — Scrambles, Sprockets MC, Bakersfield, Nite
13 — Scrambles, Madera MC, Madera, Annual Lightweight Championship DP
19 — Scrambles, Broad Sliders MC, Chowchilla, Nite
25 — Scrambles, Kings County MC, Hanford, Nite
26 — ½ mile Flat Track, Porterville Spinners MC, Tulare, Nite

SEPTEMBER
1 — Short Track, Broad Sliders MC, Chowchilla, Nite
2 — Short Track, Sprockets MC, Bakersfield, Nite
3 — Sierra 200 Enduro, Explorer Post 305, Oakhurst
3 — 1st Annual Santa Barbara Starters Grand Prix, DP
8 — Scrambles, Kings County MC, Hanford, Nite
9 — ½ mile Flat Track, Porterville Spinnders MC, Tulare, Nite
10 — Motocross, Lompoc Slo Pokes MC, Santa Maria
16 — Scrambles, Broad Sliders MC, Chowchilla, Nite
17 — Motocross, Santa Maria Motocross Club, Santa Maria
22 — Scrambles, , Kings County MC, Hanford, Nite
23 — Scrambles, Porterville Spinners MC, Tulare, Nite
24 — Scrambles, Fresno MC, Fresno, 7th Annual DP
30 — Scrambles, Sprockets MC, Bakersfield, Nite

OCTOBER
1 — Motocross, Lompoc Slo Pokes MC, Santa Maria
7 — Distric 35 Council Meeting, Visalia Ramblers Clubhouse
8 — Motocross, Fresno MC, Fresno, 3rd Annual DP
15 — Motocross, Santa Maria Motocross Club, Santa Maria
15 — Scrambles, Sprockets MC, BAkersfield, 10th Annual M.S. Benefit DP
21 — Short Track, Broad Sliders MC, Chowchilla, Nite
22 — Scrambles, Porterville Spinners MC, Porterville, 14th Annual DP
23 — Scrambles, Porterville Spinners MC, Porterville, 14th Annual DP
29 — Scrambles, North Kern MC, Delano

NOVEMBER
5 — Motocross, Lompoc Slo Pokes MC, Santa Maria
5 — Scrambles, Porterville Spinners MC, Porterville
12 — European Scrambles, Pathfinders MC, Dunlap
19 — Turkey Run Enduro, Fresno MC, Oakhurst, 27th Annual
19 — Motocross, Santa Maria Motocross Club, Santa Maria
26 — European Scrambles, Coalinga Trail Trotters MC, Coalinga

DECEMBER
2 — District 35 Council Meeting, Visalia Ramblers Clubhouse
3 — Scrambles, Porterville Spinners MC, Porterville
3 — Motocross, Pathfinders MC, Dunlap, DP
10 — Motocross, Lompoc Slo Pokes MC, Santwa Maria
17 — Motocross, Santa Barbara Starters MC, Santa Maria

JANUARY — 1973
7 — Motocross, Lompoc Slo Pokes MC, Santa Maria
14 — District 35 Annual AMA Sanction Meeting
21 — Motocross, Fresno MC, Fresno
28 — Scrambles, Porterville Spinners MC, Porterville
28 — Motocross, Santa Maria Motocross Club, Santa Maria

FEBRUARY
4 — Motocross, Pathfinders MC, Dunlap
4 — Scrambles, North Kern MC, Delano
11 — 33rd Annual Cal Poly High Mountain Enduro
18 — Motocross, Fresno MC, Fresno
25 — Motocross, Santa Maria Motocross Club, Santa Maria
25 — Scrambles, Porterville Spinners MC, Porterville

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AMA AM MOTOCROSS
Arizona Cycle Park
Jan.23,1972
By Shirley Bailey
100 Novice
Fred Villopoto Hod
Steve Lacy Ric
Mike Gilliand Hon
Bill Nichols Yam
K.C. Scott Suz
125 EXPERT
Mike Mosher Hon
Bruce Barton Kaw
Jesse Owens Car
Mike Delich Puc
Gary Hickerson Puc
125 Novice
Doug Smith Yam
Pat Walker Yam
Sid Leverett Yam
Lee Noblit Suz
Roland Mereado Sac
250 EXPERT
Tim Hart Mai
Doug Grant AJS
Richard Eirstead Mai
Morris Malone AJS
Chuck Lampe AJS
250 NOVICE
Marvin Braun AJS
Bob Wharton Mai
Paul Redmond Mai
Paul Lax Gre
Nolan Schabacher Mai
OPEN NOVICE
Bill Geltch Mai
Roy Frank Yam
John Holmberg BSA
Steve Wilks Mai
Nick Murphy Hus
OPEN EXPERT
Tim Hart Mai
Mike Cram Mai
Brian Ross AJS
Byron Boaz Mai
Marty St. Martin Hus

SRA EUROPEAN SCRAMBLES
Adelanto, Calif.
Jan. 15, 1972
By Lou Whitney
500 NOVICE
Bob Wadlow CZ
Jerry Black Hus
Don Thulin Hus
500 BGNRS.
Dieter Altmann Kaw
Dick Atnip Hus
Charlie Thomas Hus
250 NOVICE
Ray Estrella AJS
John Rogers Hus
Sam Weston Oss
175 NOVICE
Steve Hutchinson Yam
Sam Lyman Kaw
125 NOV.
Dave Davidson AE
Manny Daubner Ric
100 NOV.
Jack Boone H-D
Lachlan Stewart Hod
250 BGNR.
Mark Mitchell Oss
John Nebitt —
Steve Grant Oss
125 BGNR.-16
Ken Jensen Yam
Casey Perkins DKW
175 BGNR.-16
Greg Ludlum Yam
100 BGNR.-16
Roland Rodman Hod
Phil Ramage Yam
1st GIRL
Nancy Des Roserirs Oss
175 BGNR
Sam Lyman Kaw
Bill Johnson Yam
125 BGNR.
Geo. Newman Yam
Glenn Gallegly Hon
100 BGNR.
Law. MacQueen Hod
Gene Kent Hod

MOTOCROSS
Redwood Acres
Jan. 16, 1972
By Sue Bailey
100cc NOVICE
Don Swanson
Larry Fryar
Kevin Bognuda
125cc NOVICE
John Mass
Jim Moffat
Richard Morris
125cc AMATEUR
Jim Johnson
Barry Anderson
250cc NOVICE
Bob Freemantle
Gary Emerson
Leonard Porter
250cc AM/EX
AMATEUR
Lonnie Foster
Lonnie Foster
EXPERT
Brian Lee

OPEN NOVICE
Richard Pawlus
Chuck Lockett
Richard Miller
OPEN AM/EX
AMATEUR
Gary Howard
EXPERT
Jay Stradley
MINIBIKES
BIG WHEELS
Lance Burgess
Nels Anderson
Davie Cook
SMALL WHEELS
Kenneth Rocha
Andy Gray
CONS.RACE
Richard Miller
William Johnson

SCRAMBLES
Oakdale Rodeo Grounds
Oakdale, Calif.
Jan. 16, 1972
By Bill Spencer
MINI-MAIN "A"
Rodney Greener Suz
Mike Bowling Yam
David Yeargen Hon
MINI-MAIN "B"
Mitch Davidson Hon
Brian Sanders Ste
MINI-MAIN "C"
Ricky Baptista Yam
Chuck Aksland Yam
Chuck Wittebort Yam
100 NOV.
Dan Carlyle Hod
Ken Jones Suz
Jim Harvey Kaw
100 JR/EX.
Larry Burton Kaw
Jack Hammer Hon
125 NOV.
Billy Cupit Yam
John Willis Kaw
Mike Runnels DKW
125 JE.
Greg Greener Bul
Skip Aksland Yam
125 EX.
Butch Davidson Pen
Ted Davidson Pen
Gary Comphel Pen
175 NOV.
Fred Yaw Kaw
Tom Cargill Oss
Mike Miller Yam
200 NOV.
Chet Armstrong Bul
175-200 JR.
Steve Hollingsworth Bul
250 NOV.
Steve Ames CZ
Greg Asbill Yam
Jerry Wayne Yam
250 JR.
Rich MacMurray Yam
Larry Dunnagan Bul
Dave Mathers Bul
250 EX.
Roy Winters Mon
Jerry Bland Bul
JOe Simas Bul
350 NOV.
Gary Winters Mai
Steve Noakes Yam
500 NOV.
Jerry Stelle Mai
Bob Perkins BSA
500 JR.
Gary Trammel BSA
Allen Sagouspi Mon
Carl Rodrick Mai
500 EX
Mark Asbill BSA
Butch Davidson Mai
Duane Bowling BSA
650 EX.
Dennis Spence Tri

ROUGH SCRAMBLES
Adelanto,Calif.Adelanto, Calif.
Jan. 23,1972
By Ed Drechsler
50cc COMB
D. Nichol Suz
J. Monohan Suz
D. Honore Yam
100 NOV
B. King Yam
R. Whisner Kaw
J. Boone H-D
100 AM/EX
R. Morrison Kaw
R. Mioner Kaw
B. Sanders Kaw
125 NOV
S. Christy Yam
R. Conner Yam
R. Scott
125 AM/EX
S. Smith Yam
J. Rice Puc
E. Steffen Yam
175/200 AM/EX
L. Quintard Yam
S. Ludwig Bul
F. Baldozier Bul
250 NOV
B. King Hus
G. Barrett Kaw
R. Williams Bul
250 AM/EX
B. Hosford Yam
M. Myers Yam
D. Fravenberger Bul
500 NOV
B. Lucke Hon
J. Statum Hus
C. Callender Suz
500 AM
M. Jennings Mai
W. Rutledge BSA
D. Rich Mai
500 EX
J. Sexton
E. Steffen Mai
K. Redding Mai
650 COMB
J. Sprague Tri
R. Marquis Tri
D. Harvey NBL
SIDEHACKS
Stevens/Sawner Hon
Davis/Sexton Hon
Wahl/Hudspeth Tri

CMC MOTOCROSS
Lions Dragstrip
Wilmington, Calif.
Jan. 21,1972
By Buzz Baty
100 JR.
T. Bragoon Yam
R. Hamada Hon
F. Roberts Hod
125 JR.
V. Tamiette Yam
D. Spaethe Hod
D. Coulter Yam
125 INT'
G. Collins Yam
F. Munoz Mon
J. Kavanaugh Suz
125 EXP
Tom Rapp Bul
Bruce Baron Pen
Chuck Bower Pen
:250 JR.
B. Lankford Yam
R. Spencer Yam
J. Hale Bul
250 INT
L. Stokey Mai
R. Faghn Mai
R. Buanton Bul
250 EXP
Tom Rapp Bul
R. DeSoto Mai
B. Holcomb AJS
500 JR
J. Van Dellon Mai
B. Smith C-Z
R. Alexander Mai
500 INT
J. Kavanaugh Mai
G. Dranow C-Z
R. Palmer Suz
500 EXP
R. Hershey C-Z
J. DeSoto Suz
J. Cooke C-Z

NRA MOTOCROSS
Medford, Ore.
Jan. 9, 1972
By Mike Starr
MONEY RACE
Carl Cranke Bul
Bill Oliver Bul
Ken Buirley Pen
MIDI
Mark Mattheisen
Rocky Shatz
Greg Greb
KIDS 100
Ron Papst Bul
Terry Holmgram Bul
Kevin Coffman Hod
125 JR.
Todd Puett Suz
Gary Ceo DKW
Paul Hug Sux
125 SR.
Carl Cranke Bul
Ron Parry Pen
Ken Buirley Pen
200
Mike Decker Suz
Joe Williams Yam
Mark James Yam
250 JR.
Gary Emerson CZ
Allen Brenton Mai
Dave Godard Mai
250 SR.
Carl Cranke Bul
Brian Lee Mai
Bob Decker Suz
OPEN JR.
Rick Pawlus Mai
Roger Twedell Yam
Dennis Shoff Mai
OPEN SR.
Jack LeRoy Yam
Robert La Fontaine Mai
Ted La Fone Hus

MOTOCROSS
Arizona Desert Raceway
Phoenix, Ariz.
Dec. 12, 1971
By Mike Murphy
POWDER PUFF
Barbara Keeme Mai
Carole Bulitta Hon
Patty Redman Suz
BEGINNERS
Scott McAfee Hon
Ronnie Martinez Hod
Ried Sossong Hod
100 NOVICE
Barry Noblitt Suz
K.C. Soctt Suz
Michael Strokes Hon
125 NOVICE
Jim Lawrence Bul
Mark Spurlock Bul
Joe Schiele Bul
250 NOVICE
DArryl Tussing Kaw
Eric Blatt Hus
Don Bulitta Oss
OPEN NOVICE
Dennis Chamberlain Suz
Herb Forst Suz
Tod Sally Yam
250 PRO
Dave Miller Hus
Jerry L. Bateman AJS
BUDDY RACE
Jerry Bateman/Scott McAfee
Bsrry Nobliitt/Lee Noblitt
Darryl Tussing/Gary Tussing

WINTER SCRAMBLES
TT/SHORT TRACK
Trojan Speedway
Southgate, Calif.
Jan. 20,1972
By Art Loya
100TT
Bob Sanders Kaw
Steve Okuda Kaw
Allen Swett Hon
Rick Anderson Hon
Richard Riley Yam
125 TT
Bob Sanders Kaw
Tom Doty Hon
Robert Crecelius Yam
Rick Anderson Hon
Allen Swett Hon
250 TT
Dan Corbett Bul
Bob Sanders Kaw
Rick Goade Bul
Barry Love Suz
Chris Smith Mon
100 FT
Bob Sanders Kaw
Jim Stewart Yam
Richard Riley Yam
Richard Kyzer Yam
125 FT
Bob Sanders Kaw
Tom Doty Hon
Robert Crecelius Yam
Vern Aldridge Bul
Greg Mitchell Yam
250 FT
Rick Goade Bul
Bob Sanders Kaw
Dan Corbett Bul
Ron Powell Bul
Barry Love Suz
250 FT TROPHY DASH
Bob Sanders Kaw
Dan Corbett Bul
Jim Miller Oss

TT/HALF-MILE
395 Cycle Park
Adelanto, Calif.
Jan.16,1972
100 TT NOV
Loe Black Kaw
Terry Stannart Kaw
Eric Arras Kaw
Craig Roloff Kaw
125 NOV TT
Leo Black Kaw
Terry Stannart Kaw
Joe Black Kaw
Gary Roderick Yam
250OPEN NOV TT
Pat Dale Tri
Thomas Howe H-D
Tom Warne Yam
Dan Rees Suz
125 X TT
Richard Sweaney Kaw
Terry Stannart Kaw
Hank Scott Yam
250 OPEN X TT
Tom White Tri
Tom LaFortune Tri
Mike Danell Bul
TT MINIBIKES
Craig Dale
Scott Schweiger
Jim Roderick
ArthurMartinez
100 NOV H-M
Leo Black Kaw
Terry Stannart Kaw
Toby Sweaney Kaw
Craig Roloff Kaw
125 NOV H-M
Leo Black Kaw
Gary Roderick Yam
Terry Stannart Kaw
Toby Sweaney Kaw
250 OPEN NOV H-M
Pat Dale Tri
Thomas Howe H-D
Dan Rees
Tom Warne Yam
HALF-MILE ALL EX
Tom White Tri
Mike Dannell Bul
Earl Roloff Bul
Richard Sweaney Kaw

SCRAMBLES
Sprockets Park
Bakersfield, Calif.
Jan. 16, 1972
By Sportphoto
50cc NOV/JR.
Mike Leming Yam
Gar Salmon Suz
Scott Randall Suz
Mike Taylor Yam
Vern Salyers Suz
100cc NOV.
Kim Shropshire Suz
John Kirk Yam
Tony Bradley Suz
Dan Johnson Hod
Jack Delliplaine Hod
100cc JR'
Bob Boswell Kaw
Ken Parker Kaw
Bryan Rietz Suz
Jeff Gruber Suz
Mike Delliplaine Hod
100cc EX.
Jack Jones Suz
Bill Johnson Suz
Rod Salmon Suz
Don Andreatta Hod
Tom Jones Yam
125cc NOV.
David Smith Yam
Richard Horton Yam
Randall Lewis Puc
Dan Dias Mon
Elaine Smith Yam
125cc JR.
Paul Anderson Yam
Craig Alexander Yam
Homer Taylor Yam
Oren Cook Yam
Buck Horton Yam
125cc EX.
Curt Lange Yam
Bruce Baesemann Bul
Mike Keith Suz
David Mathews Yam
Eric Gifford Yam
200cc NOV.
Cecil Williamson Bul
Bryan Rains Bul
Tom Parcel Bul
David Baker Bul
Earl Coon Yam
200cc JR/EX.
Terry Dixon Bul
Stan Champlin Bul
Vince Foster Bul
David Pittman Bul
Steve Gray Kaw
250cc NOV.
Jim Christopherson Suz
Cecil Crowder Oss
Tom Shumard AJS
Wayne King Mai
Joe Romagno Suz
250 JR.
Fred Wells Yam
Wally Kinchen Mon
Jerry Hammack Oss
Mark Ives Bul
Shawn Leipold Oss
250cc EX.
Joe Brown Yam
Ron Tobey Bul
Mike Keener Bul
Jack Jones Suz
Kirby Shropshire Bul
500cc NOV.
Jay Davis CZ
George Ferrell Mai
Rocky Morales Hon
Jack Bell Yam
Leroy Tendrer Kaw
500cc JR/EX.
Mike Keener Yam
Doug Wheeler Mon
Bill Payne Mai
Steve Gray Suz
Lyle Moore Bul

ICE RACE
Rainbow Falls, Colo.
Jan. 16, 1972
By Jim Bensberg
MINI BIKE
Elliott Schultz
Lee Morris
Tyler Messenger
125
Paul Bratzler
Dan Geick
Bill Williams
175
Grodon Love
Dennis Korth
Gerald Cameron
250
Bernard Burdett
Don Palmgren
Ed Roderick
OPEN
Norm Sparks
Merlyn Plumlee
Gary Wovlsey
175 THIRD WHEEL
Jerold Copesuir
Walt Jantz
John Cameron
OPEN THIRD WHEEL
Bernard Burdett
Joe Stonebraker
Fred McGlochlin

MOTOCROSS
Desert Scramblers M.C.
GRAND Junction, Colo.
Jan. 16, 1972
By Max Dawson
125 B
Lonnie Harris * Suz
Mike Nevins * Mon
Leon Brown Yam
* Tied
125 A
Jim TAtum Yam
Frank Rose Kaw
250 B
Lee Bemis Mai
Lonnie Berg Yam
Steve Bommell Mon
250 A
Ray Patton Oss
Trip Wheeler Hus
Leroy Meador Kaw
OPEN B
Tom Gammell Hus
Steve Crowley Hus
OPEN A
Sandy Harris Hus
Tony Plesek Suz
Leroy Blackshear Hus

MOTOCROSS
Grand Junction, Colo.
Dec. 5, 1971
By Max P. Dawson
125 B
Roger Jensen Yam
Mike Nevins Mon
Leon Brown Kaw
125 A
Carl Koch Puc
Paul Rice Yam
Jim Draper Puc
250 B
Jim Hixson Oss
Kenny Lee Bul
Cliff Euler Mon
250 A
Ray Patton Oss
Roy Velasquez CZ
Galen Clutter Mai
OPEN
Rollie Cate CZ
Leroy Blackshear Hus
Tom Gammell Hus

CALIFORNIANS BIG WINNERS

As the Indoor Short Track circuit heads east in the buildup for Madison Square Garden's Indoor January 24, three ST were held this past weekend and the Golden State's Al Kenyon (Bul) and Pat McCaul (Bul) reaped in the winner's cash.

Kenyon topped the troops at Roanoke, Va., as he prepares to defend his Yamaha title secured last year in New York's famed multi-storied sardine can. McCaul took up the charge Saturday night in Norfolk, Va. with his first win, and doubled up Sunday afternoon in Charleston, W. Va. with another.

Larger than expected crowds at each prompted promoters to dish up a few extra bucks when it came to paying off, making the winners quite happy.

Motorcycle Park Plans Dropped -- No Interest

HUNTINGTON BEACH, CAL., Jan. 12, 1972 — Plans for a city-operated motorcycle park have been scuttled by members of the Huntington Beach Recreation and Parks Commission.

The decision, reached by a split 6-2 vote Wednesday night, was based on an alleged lack of interest among dirt riders and excessive insurance premiums necessary for the operation of the park.

Recreation Supervisor Rip Ribble said more than 20,000 registration forms had been distributed to bike enthusiasts but that only 420 had been returned. Commissioners declared earlier that 500 of the forms were needed to justify construction of the eight-acre facility.

"The commission felt that the insurance premium was simply too high," said Ribble. "We figured that we would have to admit 63 riders a day at a $1 charge just to pay for it."

The park was to have been located in an abandoned gravel quarry near Gothard Street and Talbert Avenue. City aides working on the project said the quarry was an ideal site since both dust and noise would have been contained within its walls.

Motorcycle enthusiasts exerted considerable pressure on the Huntington Beach City Council in June, 1970 to find a suitable riding area shortly after the council passed an ordinance prohibiting the use of cycles on public and private property.

The quarry was to have been used by riders for a two-year period until the city found funds to convert it into a botanical garden as part of the Central City Park.

The only commissioners voting against abandonment of the project were Jim Curran and Patty Truesdale.

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AJS No. 4 Plate in the Desert

GROSSI, BLACKWELL LEAD WINTER-AMA

ORLANDO, FLA., Jan. 23, 1972 – California's top Husky team riders, Bob Grossi and Mark Blackwell, took turns topping the 500cc class of riders at the initial round of the Winter-AMA series here today. Grossi picked up the win in the first moto after Blackwell dropped out of the lead when he ran out of gas four minutes before the checkered.

Blackwell then returned and easily swept the final two motos with Grossi second in each. The Northern California star took first overall ahead of Floridian John Longsdon (Hus), Southern Californian Bill Clements (Hus) and Blackwell.

Easterner Jim Weinert (Mai) rolled easily to wins in each of the 250cc motos to take that class overall. Swedish transplant Gunnar Lindstrom (Hus) grabbed second with NorCal's Ron Stockman (Bul) third and Texan Wyman Priddy (CZ) fourth.

An estimated 1600 were in attendance with 100 riders participating. The next event, with still more top West Coast riders competing, is this Sunday at Jacksonville, Fla. The series continues each weekend through Daytona Speedweek time.

2X4 Smokes Under NHRA Mark

By Keith Arnold

WILMINGTON, CAL., Jan. 22, 1972 – The N.H.R.A. records for top gas dragbike have been broken here at Lions with an incredible frequency. Some weeks it will be Tim Marks on his big-inch Harley but more frequently it is the Action 4 "2 by 4."

The newly rebuilt bike has new bigger motors. The previous fast run on this bike was 9.88 seconds at just over 141 mph.

Bill Hahne, pilot of the big double, made several runs to find a good traction area on the starting line. After finding the position he thought best, Hahne made one full-on run and turned 9.73 seconds at 144.69 mph. Amazingly enough, the bike and rider can go even better.

Although several bikes were debuted in this well attended race, the two most unusual bikes to enter were, Ralph Muldoon and his 900cc fuel injected Honda 4 funny bike. This one-of-a-kind bike is completely street legal with a horn, lights and rear view mirror. In order to get the nitro-methane fuel to the combustion chamber a $20,000 Hilborn injection system is employed. More on this bike at a later date.

The second major debut was the Robert E. Schmiedeke-owned turbo charged Honda 750. This bike is so quiet you would not believe it is running. Bob also announced the availability of the turbocharger in a kit form for $650.

In normal handicap bracket racing, the word was out that Lions was the place to be. To make the competition a little rougher, the Long Beach Honda people put up a Safe Guard bike protector and transmitter along with Lion's purse of $40.

Among the racers were Jeff Berry, The Action 4 team, and Troy Pugeus on a 13 second full dress 74, and many others.

At the conclusion of the final round of racing, Jim Sickenson of the Action 4 team ran a 14.26 to defeat Dennis Fryer's 838cc B/Gas Honda 4. Fryer broke out by going too fast over his dial in handicap.

REMINDER FOR USMRC MOTOCROSS RIDERS

Insurance requirements dictate that for riders under 21 years of age to compete in the Feb. 4 opener at El Toro Speedway, notarized membership forms should be in USMRC hands prior to the Feb. 4 date.

Forms can be obtained from: Karen Bookout, 12421 Chase, Garden Grove, Ca. 92645; or Lew Stoltz, P.O. Box 1027, Pomona, Cal. 91769.

Goade Aces Sanders

By Art Loya

SOUTH GATE, CAL., Jan. 20, 1972 – Who says it's a two-rider race at Trojan Speedway? Rick Goade of Fullerton, with a very impressive showing, guided his T.D.C. Bultaco to victory over early leader, Bob Sanders of Whittier, in the 250 F.T. Main Event tonight at the Trojan oval.

Goade, the defending 250 TT/F.T. champion, stopped the winning ways of Sanders and Dan Corbett, who have monopolized most of the Main Event action lately, and appears ready to give the two aces more than just an argument about the checkered flag.

Sanders, Corbett, and Goade, shared the winner's circle with their respective victories in feature events, but it was more the manner of their triumphs than the win itself that was worth noting.

Goade, coming from fourth on the first lap, moved into the runner-up position on the second lap of the 6-lap Main behind Sanders (Kaw). At this point, Goade called on all his best efforts and for the next two laps gave Sanders all the pressure he could handle, and then some, as he edged into the lead on the fourth lap to stay. Following both riders across the finish line was, Corbett (Bul), Ron Powell (Bul), Barry Love (Suz), Rudy Williams (Bul), and Jim Miller (Oss).

In the 250 TT Main, it was Corbett all the way leading Sanders for six laps to score his second win in-a-row in this class. Corbett's performance was just as flawless as one can get, and after the race, Corbett stated, "If you want to beat Sanders, you can't afford to make any mistakes. He is one of the toughest to beat." Third was Goade followed by Love, Chris Smith (Mon), Powell (Bul), and Mark Revels (Bul).

The 100 TT Main saw five riders spill in two separate tangles on the first lap, but all escaped any serious injury. On the restart, Sanders, who accounted for three feature wins, jumped to an early lead and that was enough to beat the likes of Steve Okuda (Kaw), Allen "Buckwheat" Swett (Hon), Rick Anderson (Hon), and Richard Riley (Yam). Okuda and Swett gave the fans a real battle for second with Okuda finally taking second by a wheel at the checkered.

Sanders and Tom Doty (Hon), did their usual thing in the 125 TT Main with Sanders winning. Robert Crecelius (Yam) was third.

It was strictly no contest in the 100 F.T. Main as Sanders (Kaw) literally ran away from Jim Stewart (Yam), Riley, and Richard Kyzer (Yam), but not before having to dispose of Stewart on the second lap.

The 125 F.T. Main was highlighted by Doty tormenting Sanders with his consistent probing to grab the lead, but to no avail as Sanders scored his fourth feature win of the evening over Doty, Crecelius, Vern Maxwell (Bul), and Greg Mitchell (Yam).

Top Junior performances were turned in by Crecelius, Rick Anderson, and Allen Swett. Jim Miller, who perhaps is one of the most under-publicized Junior riders, is currently giving the Senior riders a run for the money. You can expect to heat a lot of good things about his rider in the near future. His latest top showing was placing third behind Sanders and Corbett in the 250 F.T. trophy dash. The 250 Semi-Main honors went to Powell, who in turn was chased by Love and Revels.

Silencers and triple number plates are required before competing at any Trojan Speedway event.

(Results on page 28)

TEXAS' OLDEST H-D DEALER PASSES

Texas' oldest Harley-Davidson dealer, Preston R. James, Sr., died in his home, Austin, December 14. He was 74.

James began his motorcycle dealership career in 1922 as an Excelsior-Henderson dealer. A year later he started the Harley-Davidson line until his death 49 years later.

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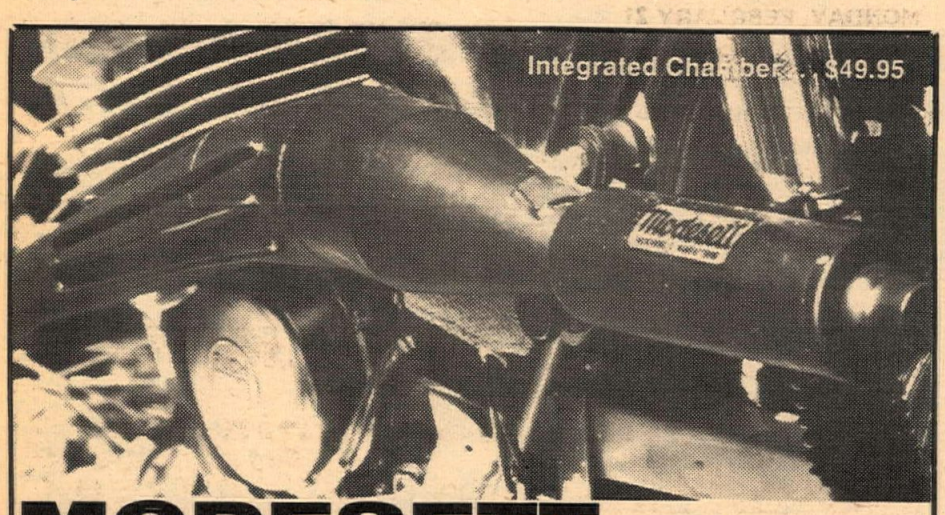

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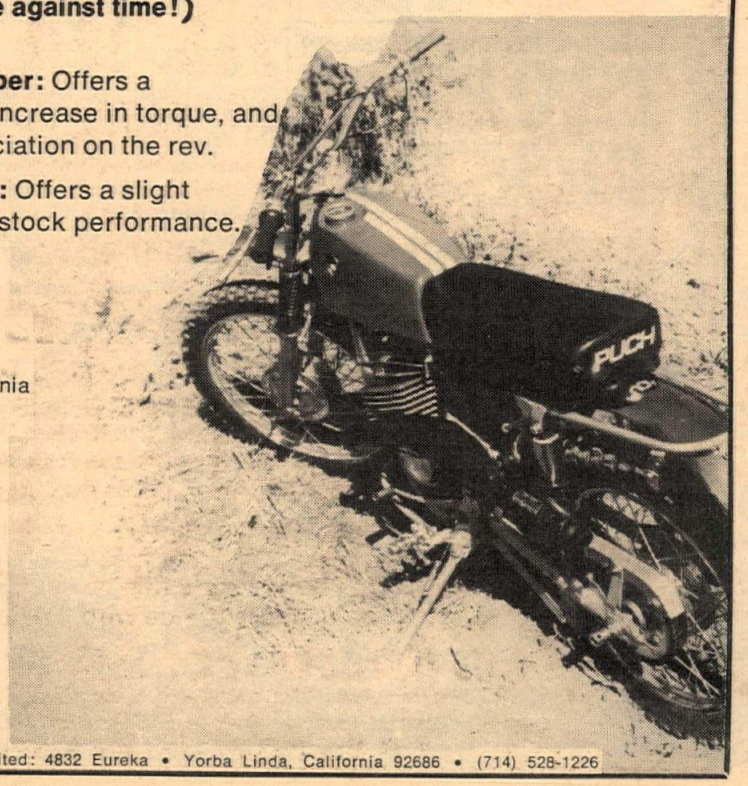

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DISTRICT 37 POINT RUN

DESERT, SCRAMBLES AND MOTOCROSS

(Continued from page 2)

MX, Delta Dirt Riders. Carnegie Cycle Park, Livermore, Ca. Sign 7 am, race 11 sharp!!+$%%! $3 ride/watch. 415/634-4381.

BENEFIT ALL-JUNIOR MX, Off Cambers. Escape Country, Trabuco Cyn, Ca. Limed from El Toro Rd & San Diego Fwy. Prizes, prizes, prizes. $5 mail, $7 post. 714/831-1621. 496-4627. Camping.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 ride, $1.50 watch. 713/482-7551.

CMC MX, Saddleback Park, Ca. Jrs: $5 mail, (2/1), $10 post. Srs; $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Carlsbad, Ca. $5 mail (2/4), $10 post. Cash to Srs. Prac 8 am, race 9. 926 W 7th St., Upland, CA 91786. 714&982-7370. Bultaco Series.

ENDURO, Prospectors. Limed from Harvard offramp E of Barstow, Ca, on Hwy 15. $5 mail, $7 post. Teams add $1 per rider. 2 SASE to Earl Wilson. 1547 W 219th St, Torrance, CA 90501. 213/328-5214. Drawing 1/25.

MX, Carnegie Cycle Park, Livermore, Ca. Sign 7 am, race 11. $3. Rain or shine. 415/634-4381.

ACE ALL-JUNIOR MOTOCROSS, Indian Dunes, Valencia, Ca. $5 mail, $8 post. Box 174, Newhall, CA 91321. 805/259-8007.

HARE & HOUND, Desert Challengers. Limed from Indio, Ca, on I-10, take Chiraco turnoff, right to S side of Fwy. Silencers. $5 mail, $7 post. Box 437, Rancho Mirage, CA 92270. Note: There will be a special reunion for riders who competed in the '50's. 714/346-9820. LoDRA Pts.

TT ROUGH SCRAMBLES, Lightweights, Adelanto, Ca. 395 Cycle Park. Ultra & LW sign 7:30, race 9. HW sign 9:30 race 11. D-37 pts. 714/987-4488.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

MX, Bay Mare, Somis, Ca. $5 mail, $7 post. Cash for Seniors. Box 371, Somis, CA 93066. 805/529-1872.

ACA ROAD RACE, Willow Springs Raceway, Rosamond, Ca. Sign 8:30 am. $8 pre-entry plus $1 per extra class/machine. $15 post. 106 N. Claudina Suite 312, Anaheim, CA. 92805. 714/774-3222.

MX, San Gabriel Valley. Claude Osteen Park, Pomona, Ca. $4 mail (2/3), $6 post. Prac & signup 7:00. D-37 pts. 2133 S. Myrtle, Monrovia, CA 91016. 213/357-3746.

SRA HARE SCRAMBLES. Limed from California City, CA. 2 23-mi loops. Beginner & Nov only. 9 am. Pins, 20% brass. 213/370-8234, 714/735-4641.

MX, Lompoc Slo-Pokes. Spillway Park near Santa Maria, Ca. D-35 pts. 9 am. $3.50 entry. $1.50 gate. Camping, Extensive course changes. 805/736-6362.

SAT. & SUN., FEB. 5 & 6

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi E of Lancaster, Ca, on Ave J. 40% brass. 213/367-2907, 805/946-2371.

FRIDAY, FEBRUARY 11

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions, Wilmington, Ca, San Diego Frwy at Alameda. Sign by 6:30 pm, race 7:30. $5 post.

calendar

SATURDAY, FEBRUARY 12

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. State championship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

DAM 500, NORRA. Parker, Arizona. 2-250-mi loops. $275 per vehicle. NORRA, 1616 Victory Blvd., Suite 200, Glendale, CA 91201. 213/245-1033.

SUNDAY, FEBRUARY 13

ACE MX, Indian Dunes, Valencia, Ca. $500 purse. All classes, inc PP & Old Timers. Jrs $5 mail, $8 post. Srs $10 mail/post. Box 174, Newhall, CA 91321. 805/259-8007.

MX, Riverside. Elsinore Rcwy. All classes inc beginners. 30% brass. Prac 8, race 9. $4, $1.50 gate. 714/688-1291.

TT ROUGH SCRAMBLES, TTMC. 395 Cycle Park, Adelanto, Ca. Ultras & Ltwts sign 7 am, race 9. Hwts sign noon. $2 ride, $1 gate. 714/246-6109.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

HARE & HOUND, Desert. Limed from Lucerne, Ca. 10 am. D-37 pts. $4.25 entry. 714/892-4817.

MX, BRRMC. Lafayette, Colo. SRAC sanctioned.

TT SCRAMBLES, Fremont. Florence, Colo. SRAC sanctioned.

MX, Boulder Ridgerunners. Coal Creek Rcwy near Lafayette, Colo.

ACA MX, Saddleback Park, Ca. $5 mail (2/11), $10 post. Bultaco Series. Prac 8 am, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

GRAND PRIX, Soboba. 2nd Annual Indian GP. Limed from San Jacinto, Ca. 9 am. $10 mail, $15 post. Deadline 2/6. D-37 form & SASE to Box 163, San Jacinto, CA 92383. Ride where the Indians used to walk.

CMC MX, Carlsbad (Ca) Rcwy. DKW series. Jrs: $5 mail (3/8), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

FRIDAY, FEBRUARY 18

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30 pm, race 7:30. $5 post.

SATURDAY, FEBRUARY 19

MOTOCROSS SCHOOL, John DeSoto. Indian Dunes, Valencia, Ca. 10 am. $10 tuition. 805/259-8007.

SAT. & SUN., FEB. 19 & 20

EUROPEAN SCRAMBLES, Sand Sailors. Ponderosa, AVe J & 145th, E of Lancaster, Ca. All classes. Sign 8:30, race 10. $4.25. 805/942-9948.

SUNDAY, FEBRUARY 20

MOOSE RUN HARE SCRAMBLES, Four Aces. Limed off Hwy 14, Wagon Wheel Cafe, Fremont Valley, Ca. Everyone, all the way. $3.25. 10 am. D-37 pts. Pins. (They claim two loops of 42½ miles, so bring an odometer.)

SRA ENDURO. Calico Ghost Run. Calico Ghost Town, Ca. All classes. Pins, 20% brass. 8:01 start. $7 mail, Box 3882, Torrance, CA 90510. 213/370-8234; 714/735-4641.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

MX, Sand Hills MC. Strasberg, Colo. SRAC sanctioned.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 ride, $1.50 watch. 713/482-7551.

CMC MX, Saddleback Park, Ca. Jrs $5 mail (2/15), $10 post. Srs $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

MX, Arizona Desert Rcwys. 5 mi E of Buckeye S of Liberty. $6 Nov & Am, $8 pro, $5 minis, PP & beginners. $2 watch. 1408 E Granada, Phoenix, Ariz. 85006. 602/252-1900, 247-3685.

ACA MX, Carlsbad (Ca) Rcwy. $5 mail (2/18), $10 post. Cash to Srs. Prac 8, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

MRA MX, Medford MX Park, Medford, Or. on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. $2.50 entry, $2 pits, $1.50 adm.

ICE RACING, Dusters. Rainbow Falls Park between Woodland Park and Deckers, Colo. Sign 10 am, race noon. 303/633-9840, 473-3277.

SRA MX, Campbell Ranch, Dixon, Ca. Limed from milk farm on I-80. $3 ride. $2 watch. Silencers. Signup 8 am, race 10:30. 916/481-6560, 628-2809.

MONDAY, FEBRUARY 21

CMC MX, Carlsbad (Ca) Rcwy. Jrs $5 mail (2/16), $10 post. Srs $10 mial, $15 post. Box 1402, Costa Mesa, CA 92626.

FRIDAY, FEBRUARY 25

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

SATURDAY, FEBRUARY 26

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg. Reno, Nev. State champeenship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

SUNDAY, FEBRUARY 27

CMC MX, Rawhide Park, Elsinore, Ca. Jrs: $5 mail (2/22), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Saddleback Park, Ca. $5 mail (2/25), $10 post. Cash to Srs. Prac 8, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

TT SCRAMBLES, BRRMC. Lafayette, Colo. SRAC sanctioned.

MX, Fremont. Florence, Colo. SRAC sanctioned.

TT SCRAMBLES, Boulder Ridgerunners. Coal Creek Rcwy, near Lafayette, Colo.

SAT. & SUN., MAR. 4 & 5

GRAND PRIX, Viewfinders. Indian Dunes, Valencia, Ca. $10 mail (1/20). $25 post. D-37 pts. 7712 Independence Ave., Canoga Park, CA 91304. 213/340-0148.

SUNDAY, MARCH 5

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. Minis, PP, Old Timers. Silencers. 714/247-7473 eves.

ICE RACING, Harry's Roamers. Rainbow Falls Park between Woodland Park and Deckers, Colo. Sign 10 am, race noon. 303/233-6747, 455-4074.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 race, $1.50 watch. 713/482-7551.

SATURDAY, MARCH 11

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. State champ series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

SUNDAY, MARCH 12

CMC MX, Carlsbad (Ca) Rcwy. DKW series. Jrs: $5 mail (3/7), $10 post. Srs: $10 mial, $15 post. DKW series. 9 am. Box 1402, Costa Mesa, CA 92626.

SUNDAY, MARCH 19

MRA MX, Medford (Or) MX Park, on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. $2.50 entry, $2 pits, $1.50 adm.

MINT 400, Mint Gun Club, Las Vegas, Nev. $56,000 in cash and things. $300 per vehicle. Write "Mint 400", Mint Hotel, Las Vegas, Nev. 89101.

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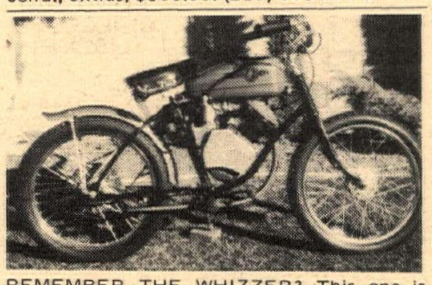

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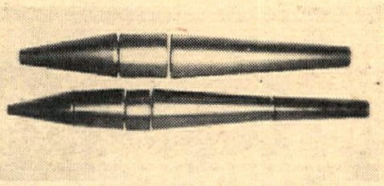

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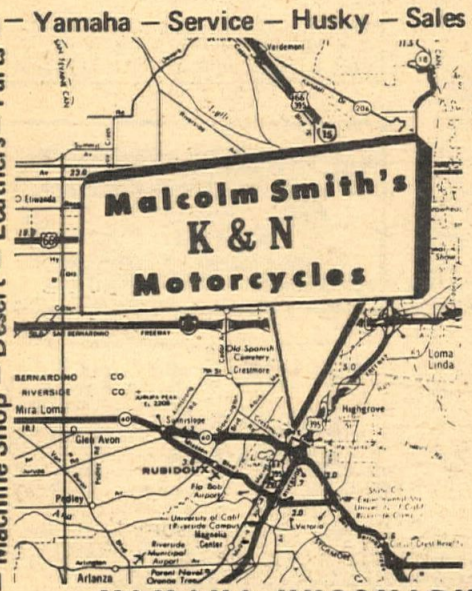

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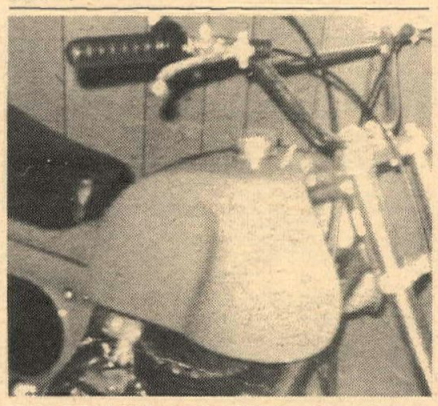

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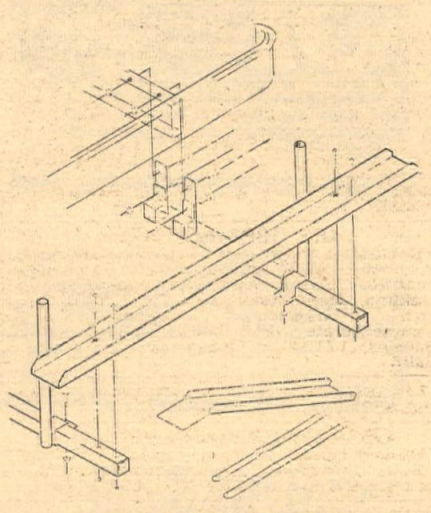

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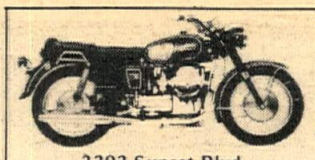
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Mission Hills Motorcycles. BSA — Husqvarna — DKW — Puch — Hodaka. 8730 Sepulveda Blvd., Sepulveda, Calif. (213) 785-4289.

1966 BSA VICTOR dirt bike, 441cc Cerianis front & back, 12" sprocket, new tires, not used for 2 years, clean, $490. or best offer. (213) 654-3871.

PARTS PERSONNEL
The Indian Motorcycle Company is growing and needs experienced parts personnel. If you have initiative and feel stifled in your present position, please call Mr. Keith at (213) 532-7374 in Gardena, California.

POSITION WANTED:
Motorcycle mechanic; 5 years experience on most 2 and 4 stroke models. Welder, painter, bodyman. Own tools, transportation, perfectionist, references. Prefer shop into road racing as I am. Contact: Frank Condelli, 15460 Sherman Way No. 131, Van Nuys, Ca. or phone (213) 988-5028.

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Excellent condition, only 6000 miles, extras. (714) 737-8951 Corona, Ca.

BRAND NEW BENNELLI 650
Never serviced, list $1495 — your price, our cost: $1125. 7219 Westminster Ave., Westminster. 1-714-893-7057.

FREE SAMPLE COPY
of Cycle News Dixie (Southern states Cycle News). Send 25¢ in coin or stamps to Cycle News Dixie, 4190 First Ave., Tucker, Ga. 30084.

MOTO GUZZI
Sales, Service, Parts — Orange County Honda, 1630 W. Chapman, Orange, Ca. (714) 633-7344 (7 days).

20% COMMISSION PAID
Sales representation wanted. Manufacturer's factory direct warehouse backs you up with the most complete range of M/C bolts & nuts in U.S. This is a big extra profit opportunity for salesmen now calling on dealers. The Bolt King, 6057½ San Vicente, Los Angeles, Ca. 90036.

SERVICE MGR. — HAWAII
Must have experienced Honda Service Mgr., able to run all phases of service dept. Largest dealership in Hawaii. TOP PAY, FRINGE BENEFITS. Endless summer. If interested write Bob Sharp, Manager, Honda of Hawaii, 3165 N. Nimitz Hwy., Hon. Hi 96819.

M/C SALESMAN
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CHERRY 400 MAICO front wheel with brake that works, $55.00. (714) 642-5012 after six.

CREDITORS SALE
1970 Bultaco 360 Montadero, $500.00. Limited mileage and no use permitted during last 12 months. Ask for Ron (714) 686-8014.

1971 400 HUSQVARNA 4 months old, must sell, $995. (213) 835-6907.

CYCLE NEWS NEEDS PRODUCTION MANAGER
Must be experienced in offset, pasteup, layout and art design. Interest in motorcycling beneficial. Fringe benefits: paid vacation and sick pay. Interviewing Jan. 31, Feb. 1 & 2. Send resume to Cycle News, Box 498, Long Beach, Ca. 90801, Attention: Tom Culp.

25% SAVINGS ON INSURANCE
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211.

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS, P.O. BOX N, MOJAVE, CA. 93501. PHONE (805) 824-4541.

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Call George Gjanivich service manager, Orange County West. (714) 531-9984.

1971½ H.D. BAJA, many extras, must sell, make offer. (213) 987-3233.

LEATHERS: 1 pc., padded, 5'7", 160 lbs., $30. Road racer: 125cc Ducati OHC in MV Agusta frame — sell or trade, make offer. (213) 886-9432.

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MONEY MAKER, motorcycle accessory distributorship with retail outlet, Northern Calif. for all makes. Fully stocked, serving 200 dealers. Small investment and you are in business. Reason: retiring. (415) 536-9145 anytime.

MALCOLM SMITH'S K & N
Yamaha, Husky, BSA, Penton, Hodaka. Hard to get parts, fast mail order, catalogue coming out soon. Malcolm Smith's K & N Motorcycles, 1689 W. La Cadena, Riverside, Calif. (714) 686-8014.

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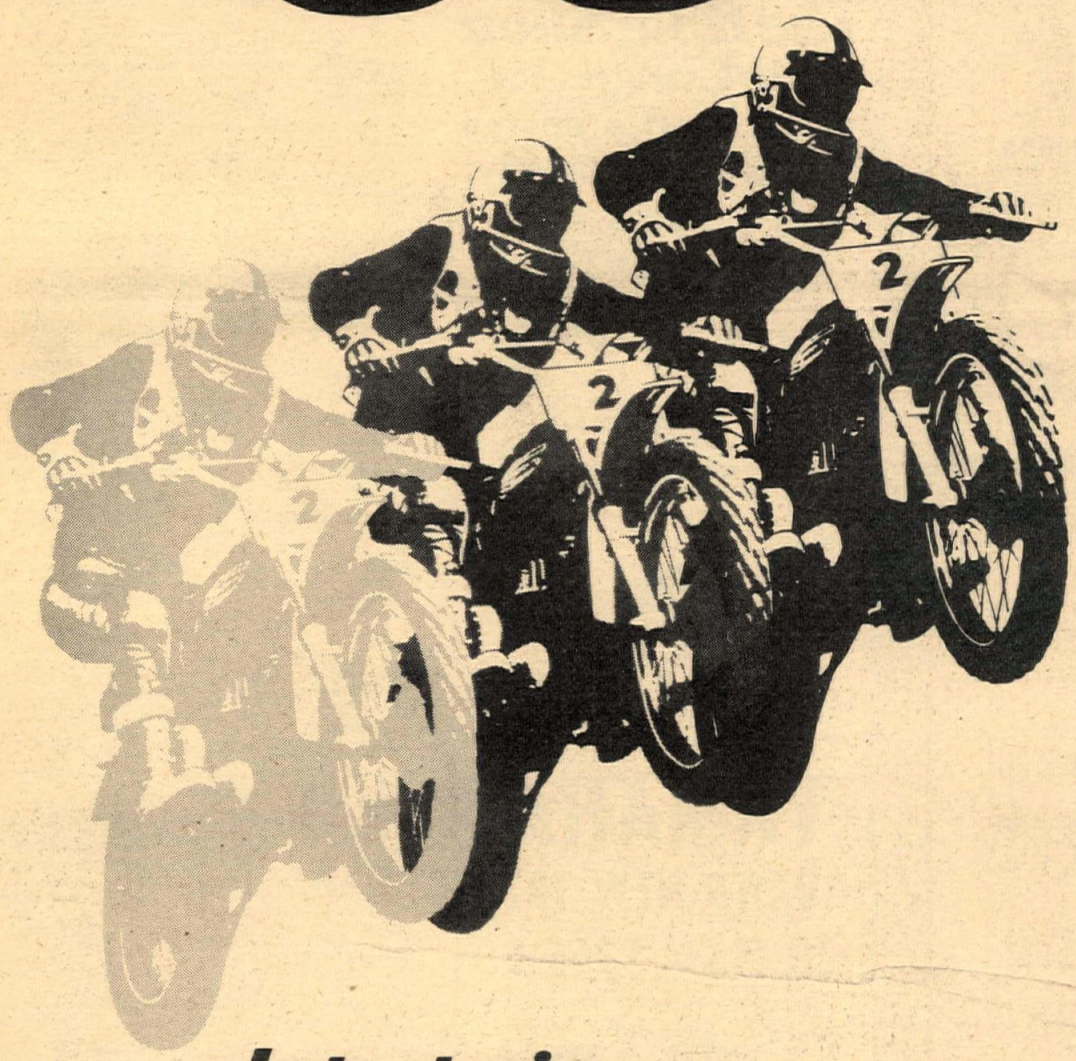
The Baja experience:

48 wins in 53 races



The record of outperformance

Date	Location	Places	Machine
1/10/71	Four Corners, Mojave Desert	1,2,4 6,9	Baja
1/18/71	Red Mountain—Ridgecrest area	1 & 4	Baja
1/25/71	Red Rock Canyon, Mojave Desert	1 & 4	Baja
1/31/71	California City, Mojave Desert	1 & 3	Baja
2/14/71	Sogge Dry Lake, Mojave Desert	1 & 2	Baja
2/15/71	Lucerne—Barstow	1,2 & 4	Baja
2/22/71	Lucerne Valley	1 & 2	Baja
2/28/71	Lucerne Valley	1 & 4	Baja
3/8/71	North Mojave Desert	1,2 & 3	Baja
3/14/71	Adelanto, Mojave Desert	1,2,3 & 5	Baja
3/22/71	Sogge Dry Lake, Lucerne	1 & 2	Baja
3/29/71	Sogge Dry Lake, Lucerne	none	Baja
4/5/71	Four Corners, Mojave Desert	1	Baja
4/17/71	Indian Dunes (Ventura County)	3 & 4	Baja
4/26/71	Four Corners, Mojave Desert	2,3,4 & 5	Baja
5/2/71	Four Corners, near Red Mountain	1,2,3,4, & 5	Baja
5/9/71	Randsburg	1 & 2	Baja
5/21/71	Four Corners, Mojave Desert	1 & 2	Baja
5/24/71	Red Rock Canyon	1,2,3,4, & 5	Baja
6/6/71	Trona Road near Red Mountain, California	1,2,3,4, & 5	Baja
6/13/71	Hi Vista	1,2, & 3	Baja
6/13/71	Hi Vista	1,2,4, & 5	Baja
6/20/71	Lucerne Valley—Sogge Dry Lake	1 & 2	Baja
6/27/71	Red Rock Canyon	1,2, & 3	Baja
7/4/71	California City	1 & 2	Baja
7/4/71	California City	1 & 2	Baja
7/11/71	Lucerne Valley	1 & 2	Baja
7/18/71	Hi Vista	1 & 2	Baja
7/18/71	Hi Vista	1,2,4, & 5	Baja
7/25/71	Barstow, California	1,2,4, & 5	Baja
8/1/71	Barstow, California	1 & 2	Baja
8/8/71	Adelanto, California	1 & 2	Baja
8/15/71	El Mirage	1 & 2	Baja
8/22/71	Red Mountain, California	1,2,4, & 5	Baja
8/29/71	Four Corners, California	1	Baja
9/5/71	California City	1 & 3	Baja
9/5/71	California City	1 & 2	Baja
9/12/71	Red Mountain, California	1,2, & 3	Baja
9/19/71	Adelanto, California	1 & 2	Baja
9/26/71	Red Rock Canyon, Mojave Desert	1	Baja
10/2/71	Willow Springs, California	1, 2 & 3	Baja
10/10/71	Bell Mountain, California	1	Baja
10/17/71	Lucerne, California	1,2,3,4 & 5	Baja
10/23/71	Indio, California	1,3,4 & 5	Baja
10/30/71	Mojave	1, 2, 3 & 4	Baja
11/14/71	Hopetown, Simi	None	Baja
11/21/71	Red Rock Canyon	1 & 3	Baja
11/17/71	Barstow-to-Vegas	1, 3 & 4	Baja
12/12/71	Red Rock Canyon	1, 2 & 3	Baja
1/9/72	Lucerne, California	none	Baja
1/23/72	Lucerne, Calif.	none	Baja

Latest win:

Hare Scrambles, Sandblasters M.C.,
Dec. 19 — 1st — Mitch Mayes and his Baja 100.
Additional Baja places: 2nd, Larry Roeseler —
3rd, Wayne Cook

Place: AMA District 37. Event: race after race.
Time: time and time again. Winner: Baja.
Try one, you too can be a winner.
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Baja 100

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